

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XLII. No. 7.

Chicago, Ill., U. S. A., April 10, 1919.

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEX.

Panhandle Gr. & Elevr. Co., whsle, gr., dd. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Grain Co., grain receivers.*
Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., C. P., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahy & Co., John T., grain receivers & expts.*
Hammond, Sargent & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Wack & Co., Henry E., grain, hay, feeds.

BEAUMONT, TEX.

Archer Brk. Co., W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brkrs. of country grain.
Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.
Benzaguin, Matthew D., grain brokerage, com'n.*
Cresser, Fred L., hay, grain, bkg. com.
Jaquith, Parker, Smith & Co., wheat barley millo.*
Marden & Co., C. F., grain brokers.
Taft, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.
Buffalo Grain Co. recvrs., fwdr., consignments.
Churchill Gr. & Seed Co. recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.
Antrim & Co., H. S., receivers, shippers.*
Halliday Elevr. Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.*

CHICAGO, ILL.

Board of Trade Members.
Anderson & Co., W. P., grain commission mchts.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commiss'n merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain com'is'n mchts.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Finney & Co., Sam., consignments solicited.
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*

CHICAGO (Continued).

Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., grain merchants.*
Rothchild Co., D., receivers & shippers.
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Grain & Hay Exchange Members.
Blumenthal, Max, grain, feed, hay and straw.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain and Hay Exchange Members.
Bailey, E. L., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevr. Co., The, recvrs. & shprs.*
Lake Shore Elevr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs. hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS, TEX.

E. A. Johnson Co., grain & flour brokers.
Stagner Bros., recvrs. shprs. grn., hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elevr. Co., receivers and shippers.*
Merchants Elevr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DES MOINES, IOWA.

Marshall-Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay congnts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whsle. grain, hay and mill pdts.*
Koehler-Twidale Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-Rich Grain Co., grain commission.
Heinmiller Grain Co., receivers and shippers.
Hill, Lew., strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elevr., trk. buyers, silr., gr. & ads.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.*
Clay (Frank B.) Grain Co., hedging—mill orders.*
Christopher & Co., B. C., kafir, feterita, millo.*
Croydale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Dilts & Morgan, consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkeener, recvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.
Nellis-Witter Grain & Mfg. Co., grain & feed.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, millo.*
Roehen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Scoular-Bishop Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignments-futures.*
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

City Feed Co., The, whsl. hay, grain & feeds.

LITTLE ROCK, ARK.

Board of Trade Members.

H. K. Cochran Co., receivers and shippers.
Cunningham Commission Co., gr., corn products.*
Cunningham Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay millfeed.*
George Niemeyer Grain Company.*

LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.*
Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechteicht, Henry, hay, grain, mill products.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

Vol. XLII. No. 7.

Chicago, Ill., U. S. A., April 10, 1919

PRICE \$1.75 PER YEAR
TEN CENTS PER COPY

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Entered as second-class matter August 5, 1898, at the post office at Chicago, Ill., under the Act of March 3, 1879.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. K., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Donahue Stratton Co., grain merchants.*
Kamm Company, P. C., barley and rye.*
Lyman-Joseph Grain Co., grain shippers.*
Moering Grain Co., grain and feeds.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elvtr. Co., grain receivers & shippers.*
Runkel & Dadmun, grain commission.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.*
Cargill Commission Co., grain commission.*
Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain rcvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Poehler, H. & Co., grain commission.*
Scroggins McLean Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'lty.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.*

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.*
Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Schwartz & Co., B. F., com'ln merchants.*
Therrien, A. F., broker.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain mer., mlrs.*
Rutledge Grain Co., com. merchants.*
Stowers Grain Co., W. B., com. merchants.*

OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.*
Cope & Kearney, grain commission.*
Crowell Elevator Co., receivers, shippers.*
Dawson Grain Co., grain merchants.*
Fisher Rothschild Grain Co., corn and oats.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers & commission merchants.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., rcvrs. & shippers.*
Nye Schneider Fowler Grain Co., consignments.*
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., rcvrs. & shprs.*
United Grain Co., grain commission.*
Updike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., grain com. mchts.*
Conover Grain Co., E. B., grain commission.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., E. L., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.*
Scattergood & Co., S. F., corn-oats.*
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.*

PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.*
Geldel & Leubin, grain and hay.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCaigue, R. S., grain, hay.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.*

PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Stephens-Smith Grain Co., grain and bag dealers.*

PUEBLO, COLO.

McClelland Mc'I I. & R. Co., grain, hay & feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.*

SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.*

SEATTLE, WASH.

Lilly Co., The Chas. H., seed merchants.*
Ryer Grain Co., wheat, corn and oats.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.*
Geiger Grain Co., commission merchants.*
Gordon Comm. Co., T. P., grain dir. and broker.*
Great Western Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jemima Mills Co., A. J. hominy feed.*
Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.*
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., rcvrs. & shprs. grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain com.*
Mason Hawpe Grain Co., grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., rcvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

SIoux CITY, IOWA.

Board of Trade Members.

Button, L. C., grain commission.*
Bailey, Walter H., Grain Merchants.*
Flanley Grain Co., grain and commission.*
Kling Elevator Co., receivers & shippers.*
McCaull Dinsmore Co., commission.*
McCaull Dinsmore Co., all kinds of grain.*
Quinn-Shepherdson Co., grain commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.

De Vere & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain rcvrs., shippers.*
Zahn & Co., J. F., grain, seeds.*

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders.*
Bruce Bros. Grain Co., Consignments.*
Kansas Milling Co., grain dept., wheat & corn.*

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

*Members Grain Dealers National Association.

OMAHA Co

Western Grain D

The convention of the Western Grain Dealers Association held on the first two days of this month was a profitable one. Conscious of the co-operative effort necessary to make such a meeting successful, members of the Omaha Grain Exchange rejoice with members of the Western Grain Dealers Ass'n at the success attained.

The Omaha Grain Exchange believes firmly in the value of trade organizations. Only by properly conceived and well directed co-operative effort can the grain trade realize the better conditions to which its importance in the business world entitles it. The value of conventions like the one just closed can never be properly measured, because the good that was done and that will be done will go on forever.

May every convention be as successful as that of 1919

The Updike Grain Company

Grain Merchants.

"The Reliable Consignment House."

Trans-Mississippi Grain Company

Consignments—Private Wires.

Sioux Falls, S. D.—Omaha, Neb.—Cherokee, Iowa.

E. Stockham Grain Company

Private Wires. Commission Merchants.

Vanderslice-Lynds Company

Grain Commission Merchants—At Your Service.

Adams-Whyte Grain Company

Sells Consignments.

For Consignments try

Butler-Welsh Grain Company

It's Your FIRST CAR We Want!

Crowell Elevator Company

Grain.

Receivers—Consignments—Shippers.

Nebraska-Iowa Grain Company

Service that serves and satisfies on Consignments.

gratulates You-- lers Association

Omaha feels an especial interest in the success of the trade in the territory covered by the Western Grain Dealers Association. Your success and our success are closely interwoven.

Omaha offers an excellent market for the grain produced in Western Association territory. This is the best large market that is available to all of that territory. Freight rates are favorable for practically every station.

Omaha does not solicit the business of those few stations which another market can serve better—but when conditions are equal, or when they favor Omaha—try Omaha. You will find it profitable.

The members of the Omaha Grain Exchange are experienced, reliable grain dealers. Get in touch with any of the firms below:

Nye Schneider Fowler Grain Company

Grain Consignments.
Get Our Market Letter and Bids.

Vincent Grain Company

Consignments.

Albers Commission Company

Consignments—also Buyers and Sellers of Grain.
Our Service Your Satisfaction.

Wells-Abbott-Nieman Company

Millers and Grain Dealers.

The United Grain Company

Strictly Commission and Brokerage. Consignments given best attention,
and buy orders carefully filled.

Scoular-Bishop Grain Company

Grain Commissions.
Use our Service at Omaha and Kansas City.

Miller-Wilson Grain Company

Consignments Solicited. Start shipments rolling to us. Ask us for bids.

Scott-Wild Grain Company

Expert Service Given Consignments.

Grain Exchange
Members

OMAHA

Grain Exchange
Members**Geo. A. Roberts
Grain Co.
GRAIN MERCHANTS**Consignments
a
Specialty

Omaha, Nebr.

"All We Know Is Consignments"
MERRIAM COMMISSION CO.
GRAIN EXCHANGE GRAIN OMAHA**CLARK'S Car Load
Grain Tables***Eighth edition revised and enlarged.*Shows the following reductions of
pounds to bushels:

8 tables, 20,000—107,950	to 32 lb. bushels
5 tables, 20,000—74,950	to 34 lb. bushels
7 tables, 20,000—96,950	to 48 lb. bushels
9 tables, 20,000—118,950	to 56 lb. bushels
9 tables, 20,000—118,950	to 60 lb. bushels

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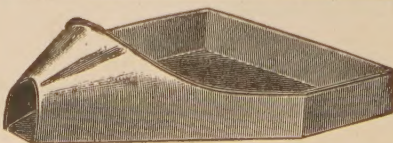
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Trade restrictions are temporary. Your invested capital in good will and trade demand is permanent, providing you keep up your advertising in
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F. S. LEWIS & CO.

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BARTLETT FRAZIER CO. GRAIN MERCHANTS

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QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 19 . . ." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

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A reliable service designed
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this Journal tops the list, and we're in a position to connect
you quickly with representative shippers everywhere.*

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SHIP YOUR
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PRATT & CO.
have all facilities to handle grain
right regardless of its condition, as
they operate the new, up-to-date
Superior Elevator. Consign your
new corn to us; no matter what
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Reduce any weight of grain from
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305 So. La Salle St. Chicago, Ill.

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Corn Oats Wheat Barley Rye

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We serve you in a way that will retain your patronage. We are in
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SEED CAKE AND MEAL A SPECIALTY. We supply the require-
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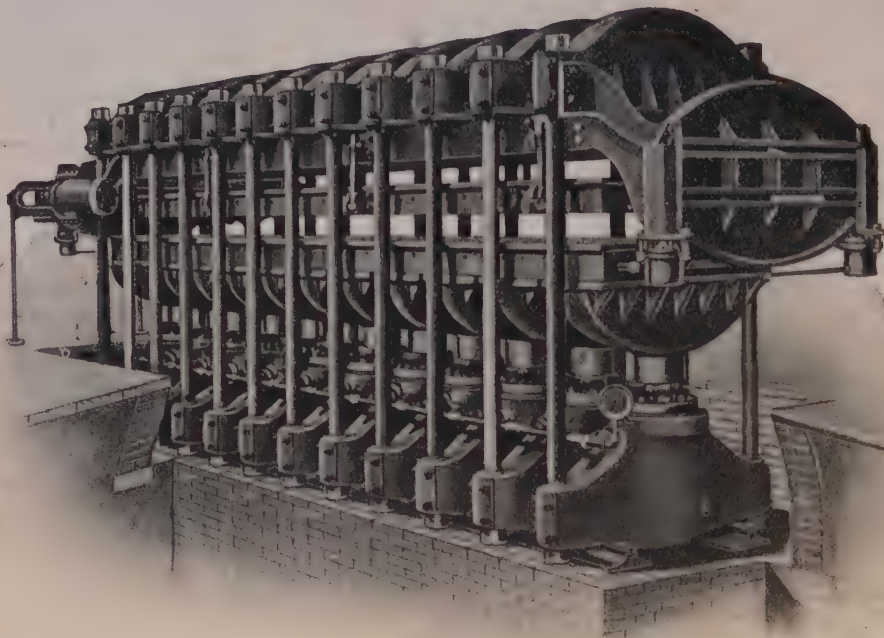
is where all grain dealers look for anything special they want. It is the market
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The quality of our circulation insures representative replies to all Want advertise-
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They are finding out that this difference is largely one of care in every step of the making process.

THIS MAMMOTH HYDRAULIC PRESS is one of the reasons why "HAMILTON" RUBBER BELTING HAS STOOD THE TEST OF SERVICE.

This monster machine has enabled us to impart to Rubber Belting that smooth, metallic, finished surface which gives the "grip" to the pulley that saves power.

There is a "Hamilton" Rubber Belt for almost every purpose.

Write us for particulars.

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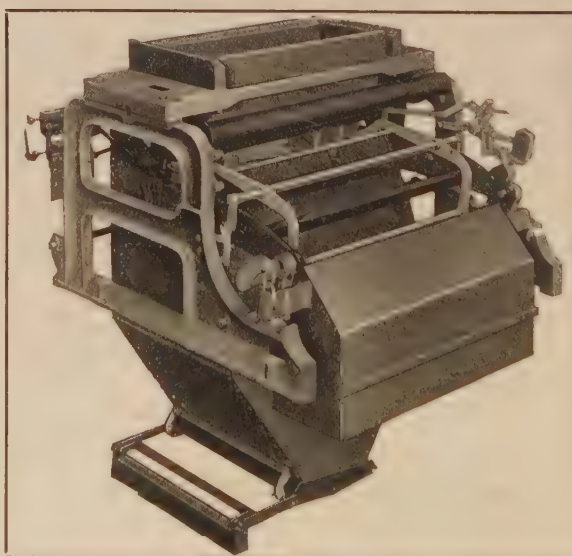
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Not a SEMI-AUTOMATIC, which only does a part of the work and leaves the other half to a careless human, but a FULL AUTOMATIC which does everything there is to do, and then after finishing carefully checks its work twice. QUESTION—When is an Automatic Scale NOT AUTOMATIC? ANSWER—When it is NOT a RICHARDSON.



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in every sense of the word. Almost perpetual motion. It will work while you sleep—or take a nap. It makes its own adjustments. Does its own COMPENSATING. Registers itself on two DIFFERENT REGISTERS. And DISCRIMINATING Grain Dealers are buying it by the dozens. Red Star Milling Co., Wichita, Kans., tried out three in 1918, and bought TEN more this year. Kansas Flour Mills Co., Wichita, Kans., tried out two in 1918 and bought TEN more this year.

RICHARDSON

Richardson Scale Company, Passaic, N. J. Chicago, Omaha, Minneapolis, Wichita

ANNOUNCEMENT To Feed Dealers

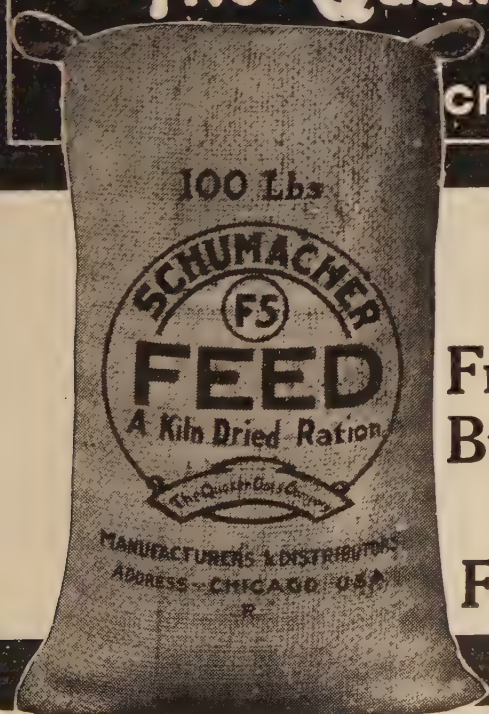
WE have a Business Building Plan for Feed Dealers that has proven a winner. You will be interested in our offer—it enables you to build up the largest feed business in your community on our two popular result-producing, fast selling stock and dairy feeds.

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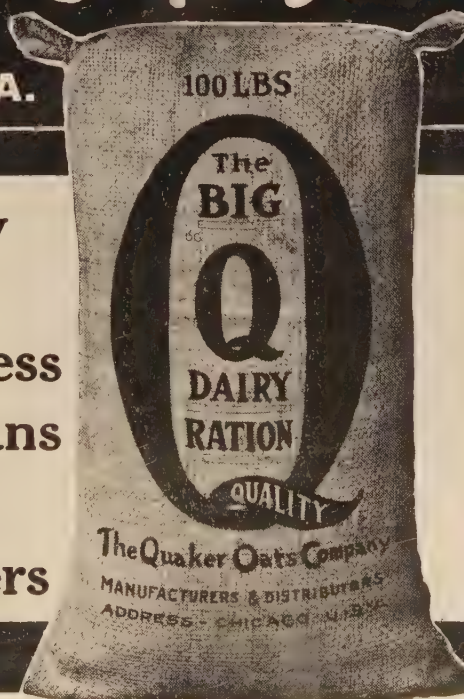
Write us at once for full particulars. If you are not handling our feeds now don't fail to get our proposition. If you are handling our feeds send for our plan — learn how you can double and treble your present business — the time is ripe, the opportunity is here -- write us today.

The Quaker Oats Company

Address:
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Write Today
for our
Free Business
Building Plans
for
Feed Dealers





HOW MANY TRIPS

to the top of your elevator do you make in the course of a year? Make an estimate, and then figure the amount of time and energy you are wasting if your house is not fitted with an easily and cheaply operated manlift.

The CONSTANT SAFETY MANLIFT

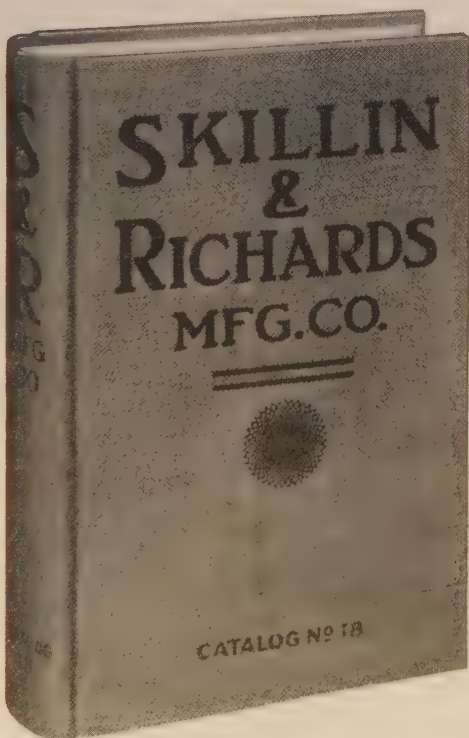
will eliminate this waste—and it will make the elevator and the elevator operator more efficient in every way. It is the easiest and cheapest operated manlift on the market, and the safest as well. The sheave over which the rope operates is fitted with ball bearings; the brakes are adjustable and positive in their action, and they work independently of each other. All material is carefully selected for the work it is to perform.

A manlift reduces the insurance rate.

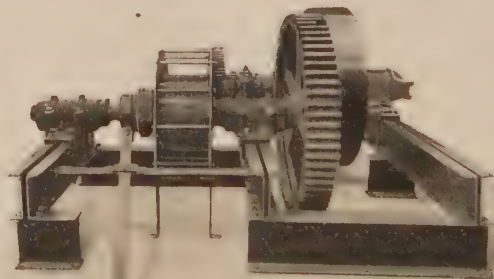
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B. S. CONSTANT MFG. CO.

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of this Interesting Catalog
—Free for the Asking**

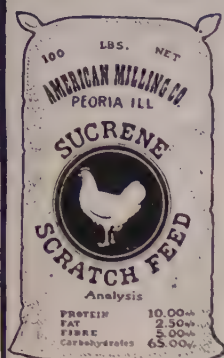


**Wire
Rope
Carpuller—
Capacity
3 to 30
Cars**

THIS carpuller, as well as many other interesting articles, is fully described in catalog. If your elevator is not already equipped with a carpuller we would advise you to purchase one. It saves time, money and worry.

Let us send you Catalog telling all about it

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Place Poultry Feed Orders Now!

*High
Quality
Guaranteed*



SUCRENE Poultry Grain Feeds

Our big new elevator and our facilities for manufacturing poultry feeds were not impaired by the recent fire at our Peoria plant. Our capacity for producing these feeds is 10 cars per day and we solicit car load orders on assurance of prompt delivery.

There's More Poultry to Feed in 1919 Than in Any Previous Year

Everywhere—in city, town and country—poultrymen have been busy at government request and under the influence of high prices. The bulk of the poultry feed business is in the grain feeds.

Sucrene Poultry Grain Feeds are famous for being composed of clean sound grains, for careful mixing and milling. They combine all the requisites of selling success—Quality, Popularity, Complete Line, Steady Demand, Low Selling Cost, Good Profits.

Our line of grain feeds for poultry meets every demand of your trade. It includes: Sucrene Scratch Feed, Cluck Cluck Scratch Feed, Tip Top Scratch Feed, Sucrene Chick Feed, Tip Top Chick Feed.

Let us have your order for a mixed car at once. It will give you the "inside track" on the demand for every class of poultry feeds.

Quality and Service is our Motto—and a profitable business asset to you,

AMERICAN MILLING COMPANY

MILLS: Peoria, Ill.; Owensboro, Ky.
BRANCHES: Philadelphia, Pa.; Cleveland, Ohio; Boston, Mass.

Address Main Office, PEORIA, ILL.

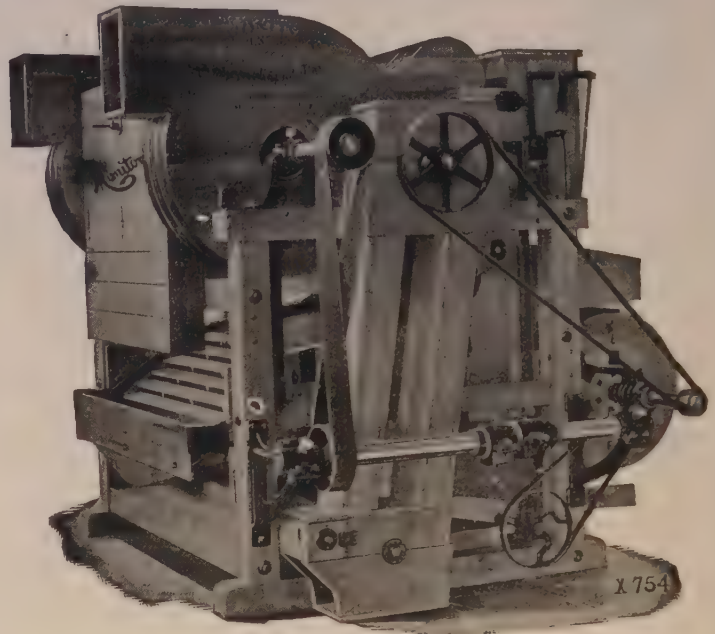


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Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

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Edwards Rolling Steel Doors

They are made of heavy cold rolled steel, bright or galvanized, and may be had in the corrugated or interlocking slat type. Patented Spring Release Mechanism can be applied to cause the door to close automatically in the presence of heat, thus serving to retard the progress of the flames if fire once starts. Doors have been designed and successfully operated for openings of all sizes up to 40 feet wide and over 100 feet high.

Our Engineering Department will submit plans and specifications. Write today for catalog.

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The World's Largest Manufacturers of Metal Roofing, Metal Shingles, Metal Ceilings, Metal Garages, Portable Buildings, Metal Lockers, Rolling Steel Doors, Partitions, Etc.



Use an up-to-date N. C. R. System and match your neighbor's success!

The merchant who combines a cash register system with progressive merchandising is bound to grow.

The merchant who handles his money and accounts slowly by hand instead of quickly by machinery, cannot meet competition.

An up-to-date N. C. R. System protects hard-earned profits; increases trade; cuts down expenses; makes clerks more efficient;

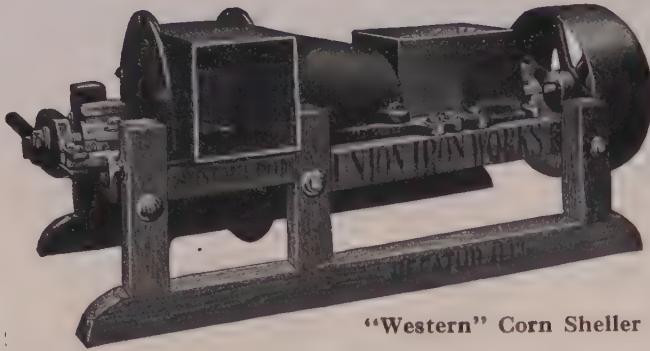
stops errors, losses, and disputes; speeds up the business.

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Offices in all the principal cities of the world



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The "Western" Line

has been the standard line of elevator equipment for almost a generation; and the reputation that the name "Western" enjoys is being maintained by every machine that goes out of our plant.

The elevator owner, whose plant is fitted with "Western" machinery, is bound to get the biggest profit his business will yield.

Everything from pit to cupola.

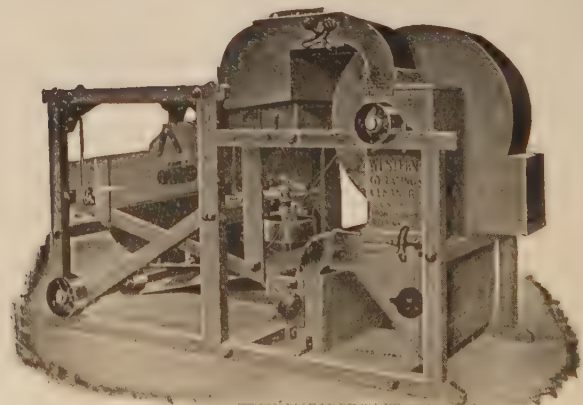
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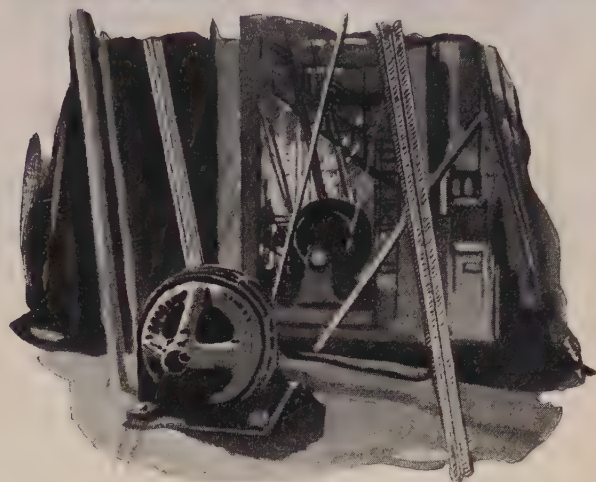
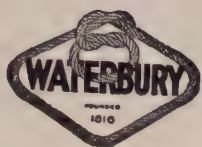


"Western" Gyrating Cleaner

WATERBURY

FIBRECLAD

TRANSMISSION ROPE



For power transmission, Waterbury Fibreclad Rope unites the strength in small size of a wire rope and the high traction of a Manila rope, and makes a drive that transmits more power with a lower first cost and far less maintenance expense than others.

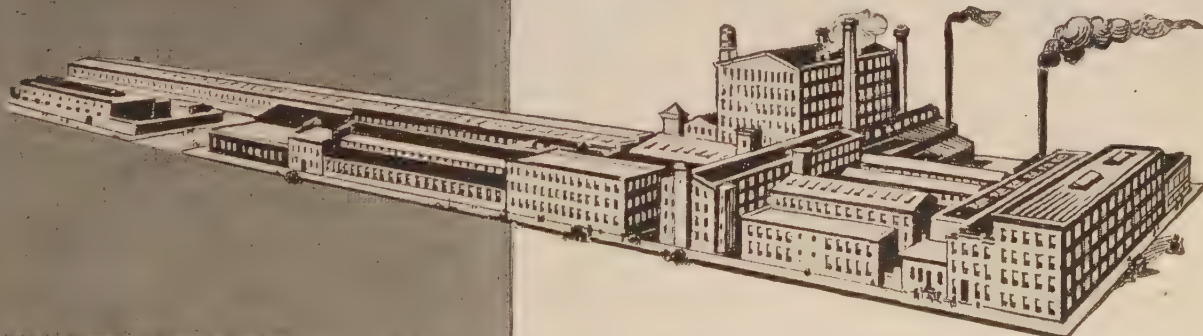
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This combination of the advantages of both bare wire and Manila, with none of their disadvantages, also makes Waterbury Fibreclad desirable for hoisting and other general uses.

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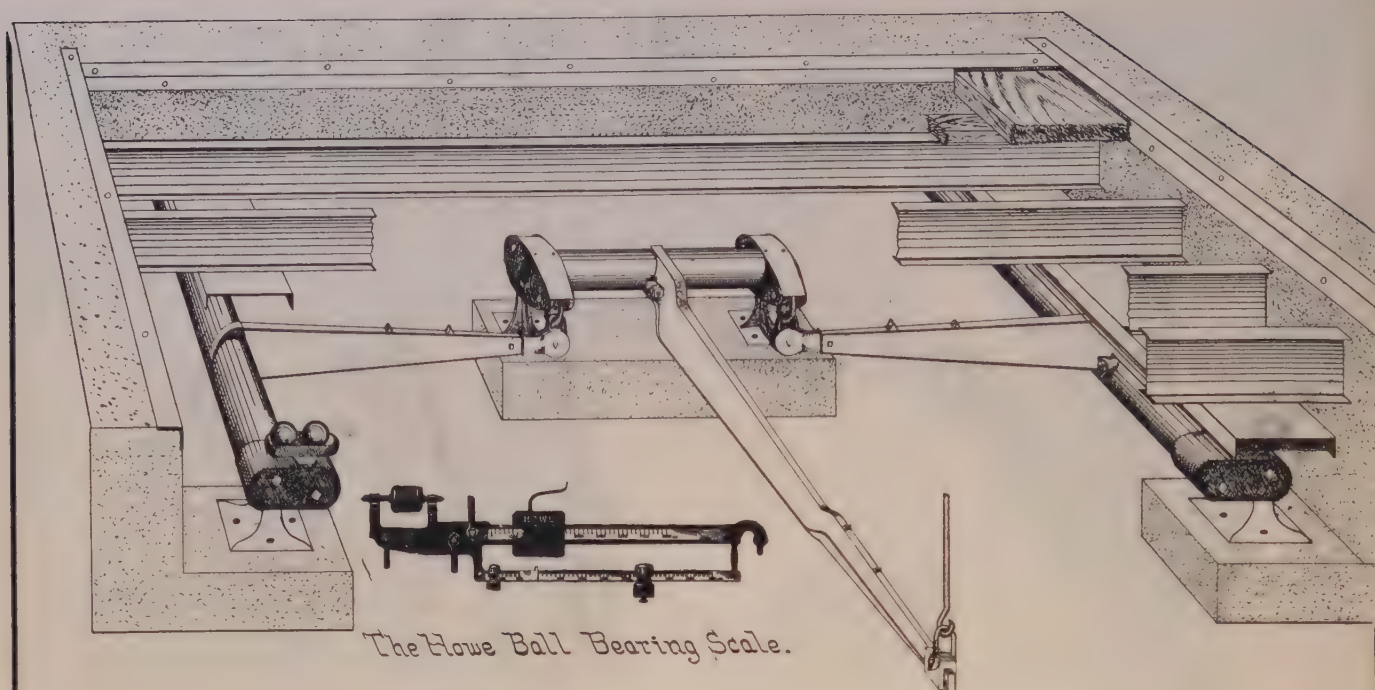


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2305-W



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The **HOWE BALL BEARING** has stood the test for 63 years and met all requirements. The **MOST PRACTICAL SCALE** made for weighing **AUTO TRUCKS.** The twisting, turning and suddenly stopping of an **AUTO TRUCK**, instead of being directly on the pivots, is taken care of by the **Ball Bearings** which are an exclusive feature of the **Howe Scale.**

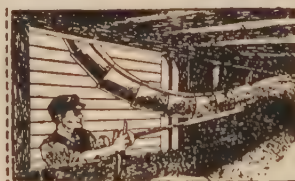
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Write us for prices. Send us your old scales to be refitted.*



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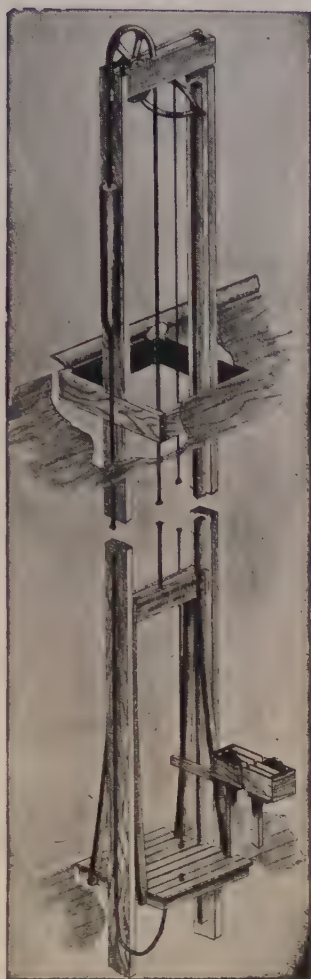


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in your Elevator makes frequent trips to the upper floors and cupola a pleasure; and you are safer while riding than when climbing stairs or ladders.

The Smith Safety Manlift is ball-bearing operated. The brakes are always in working order. All wear is taken up. The springs are the best grade of steel and a safety clutch prevents a fall, should the rope break, equipped with steel cable.

The sheave, weight, counter-weight, cab, and everything else which goes to make up the completed Smith Safety Man-lift is selected with the highest safety standards.

No elevator is complete without this safe, handy, dependable device. A catalog showing this and other special elevator equipment is yours for the asking. Write today.

Start your
investigation
now.



Send for
our new
catalogue.

PHILIP SMITH MFG. CO., Sidney, Ohio

—When Shall I Use Chain Drive?

When we told you that American High Speed Chain was not a cure-all for every power drive you were doubtless quite ready to believe us. With the same conservatism and equal truth we can say to you—never use belts or gears where chain can be used.

Habit of thought and the way we have done things for years limit our vision and restrict our investigation of what can be done.

If you are willing to be shown ask us about the saving of power, of space, of faulty machine operation, of product itself. There are certain qualities in a chain drive which may not have been called to your attention.

American High Speed Chain

Abell-Howe Company

National Distributor

Chicago

New York

Philadelphia

Buffalo

Detroit

Indianapolis



For Grain Elevators

The Grain Elevator shown above is located at 54th and Honore Sts., Chicago. It is owned by the Grand Trunk Railway. Dilley & Nelson Co., the sheet metal contractors, used 504 squares of 24 ga. $2\frac{1}{2}$ " corrugated Toncan Metal for siding and some 25 bundles of Toncan Metal in other sheet metal work.

Sheet Metal is the ideal covering for grain elevators because it gives fire and lightning protection as well as protection from the weather.

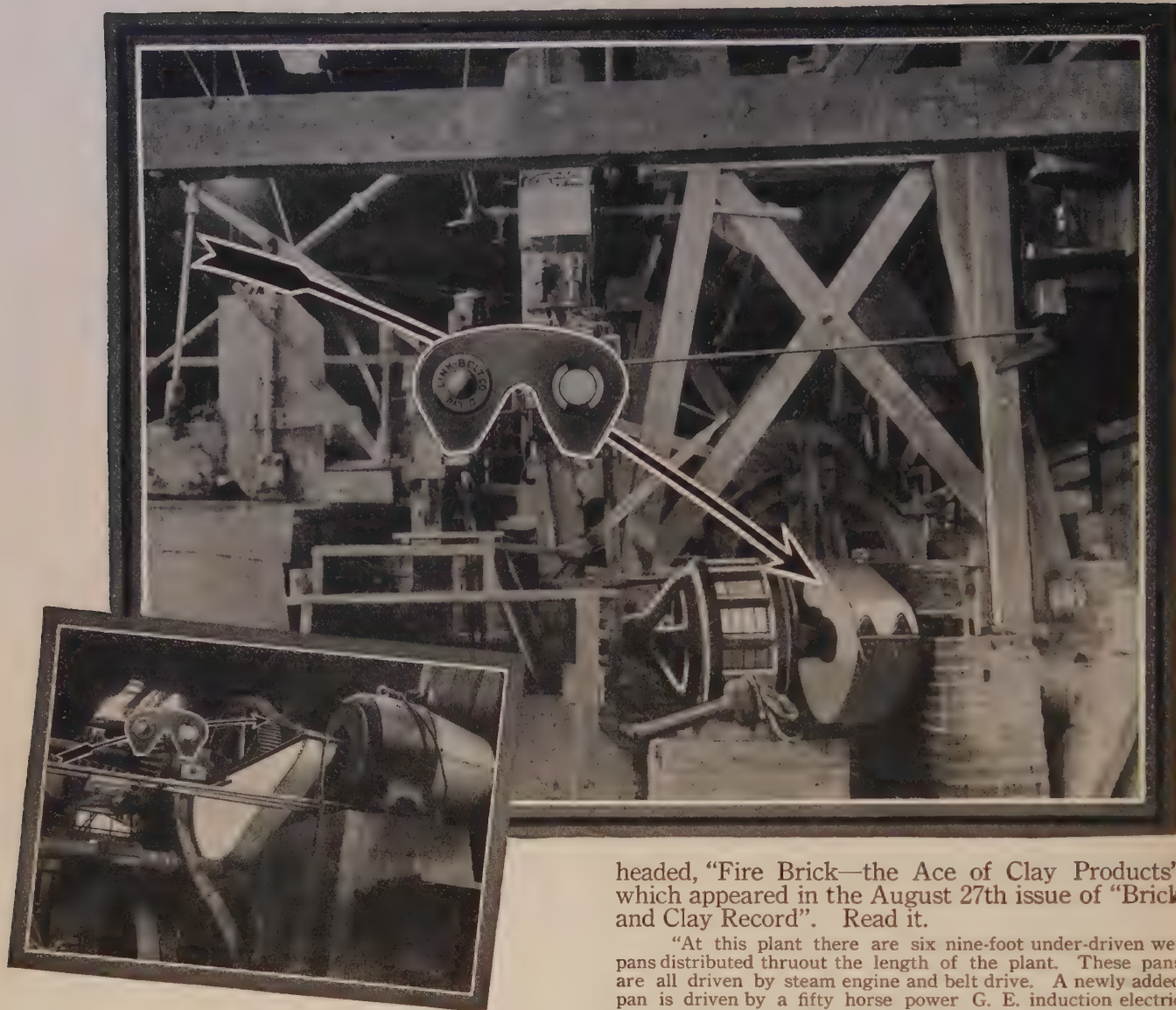
Toncan Metal is the most economical sheet metal that can be used because the cost per year of service is much lower than that of ordinary sheet metal.

Toncan Metal is sold by jobbers and dealers everywhere.

The Stark Rolling Mill Co., Canton, Ohio

Our Sheet Metal Primer gives the story of Sheet Metal from ore to elevator, from ancient days to now. This book is easily read, INTERESTING. Write for it at once.

TONCAN
METAL



This Drive Sold 6 Others

IN our previous advertisements we have told you how Link-Belt Silent Chain Drives sell themselves to users after their first installation. We have told you of their high efficiency—their ability to operate in dusty, gritty, and damp places—to serve under conditions that soon work havoc with leather belts.

Now we are going to present the same statements to you from the pen of a disinterested party. The following paragraph is taken from an article

headed, "Fire Brick—the Ace of Clay Products" which appeared in the August 27th issue of "Brick and Clay Record". Read it.

"At this plant there are six nine-foot under-driven wet pans distributed thruout the length of the plant. These pans are all driven by steam engine and belt drive. A newly added pan is driven by a fifty horse power G. E. induction electric motor. A Link-Belt Silent Chain Drive connects the motor with the pan. This installation has proven so successful that the Bickford Fire Brick Co. plans changing all the pans to this kind of drive".

Isn't it possible that such drives would prove a wise investment in your Elevator? Let's discuss it further in person. Write for our Grain Elevator Drive Book No. 309.

LINK-BELT COMPANY

207

PHILADELPHIA

New York - 299 Broadway
 Boston - 49 Federal St.
 Pittsburgh - 1501 Park Bldg.
 St. Louis - Central Nat'l Bank Bldg.
 Buffalo - 547 Ellicott Square
 Wilkes-Barre - 2d Nat'l Bank Bldg.
 Cleveland - 429 Rockefeller Bldg.
 Detroit - 132 Dime Bank Bldg.
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CHICAGO

Kansas City, Mo. - 306 Elmhurst Bldg.
 Seattle - 516 First Ave., S.
 Portland, Ore. - First and Stark Sts.
 San Francisco - 582 Market St.
 Los Angeles - 163 N. Los Angeles St.
 Toronto, Can. - Canadian Link-Belt Co., Ltd.
 Denver - Lindrooth, Shubart & Co., Boston Bldg.
 Louisville, Ky. - Frederick Wehle, Starks Bldg.
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LINK-BELT

SILENT CHAIN DRIVES

We Also Make

- ☐ Elevators and Conveyors
- ☐ Link-Belt and Sprockets
- ☐ Silent Chain Drives
- ☐ Truck and Tractor Chains
- ☐ Electric Hoists
- ☐ Locomotive Cranes
- ☐ Wagon Loaders
- ☐ Coal and Ashes Systems

Write for Catalogs
 Place X in Square



Building Bigger Business by Better Methods

G-E Equipment in prominent grain elevators and flour mills increases output and reduces fire risk

WHEN you cut down manufacturing costs—up go your profits. When you increase your production—when you increase the quality of your products—when you decrease spoilage—up go your profits.

When you make it easier for an employee to produce more, you make it easier for him to *earn* more; and you find it easier to get the *better kind* of help and much easier to *keep* them. And up go your profits.

When you cut down your power costs, when you cut down maintenance of plant—when you reduce

overhead supervision—when you lessen breakage of machinery—when you reduce stoppage of machinery—these mean *more profits*.

These advantages and a greatly increased capacity for service to your customers come to plants equipped with G-E Motor Drive.

We will gladly send a member of our Engineering Organization who will study the requirements and conditions of your plant, and tell you how, where and why G-E Motor Drive will give you manufacturing advantages.

G-E Motor Drive

GENERAL ELECTRIC COMPANY

General Office, Schenectady N.Y.

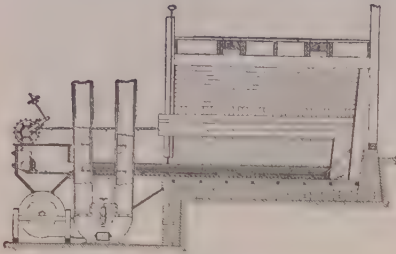


Sales Offices in all large cities

7005

ELEVATOR MACHINERY

BUY DIRECT OF THE MAKERS



Corn Drags
Wagon Dumps
Power Shovels
Car Pullers
Loading Spouts



An unrivalled assortment of kinds and sizes, made from the crude material and offered at maker's prices.

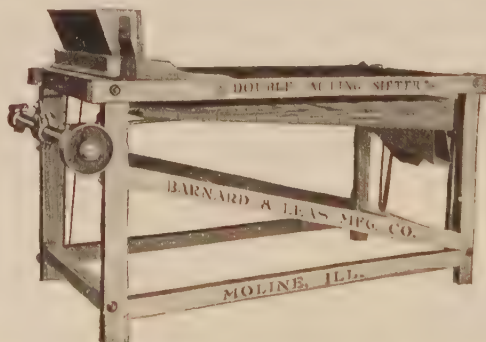
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Cob Crushers
Meal Outfits
Employes Elevators
Manlifts
Turn Heads
Dust Collectors



Wheat Cleaners
Corn Cleaners
Scalping Sieves
Corn Shellers
Elevator Legs
Steel Conveyors
Belt Conveyors

Power Transmission Machinery such as shafting, friction clutches, internal gears, pulleys, bearings of all kinds, sprockets, etc.

Write for prices on Barnard Moline Grain Dryers

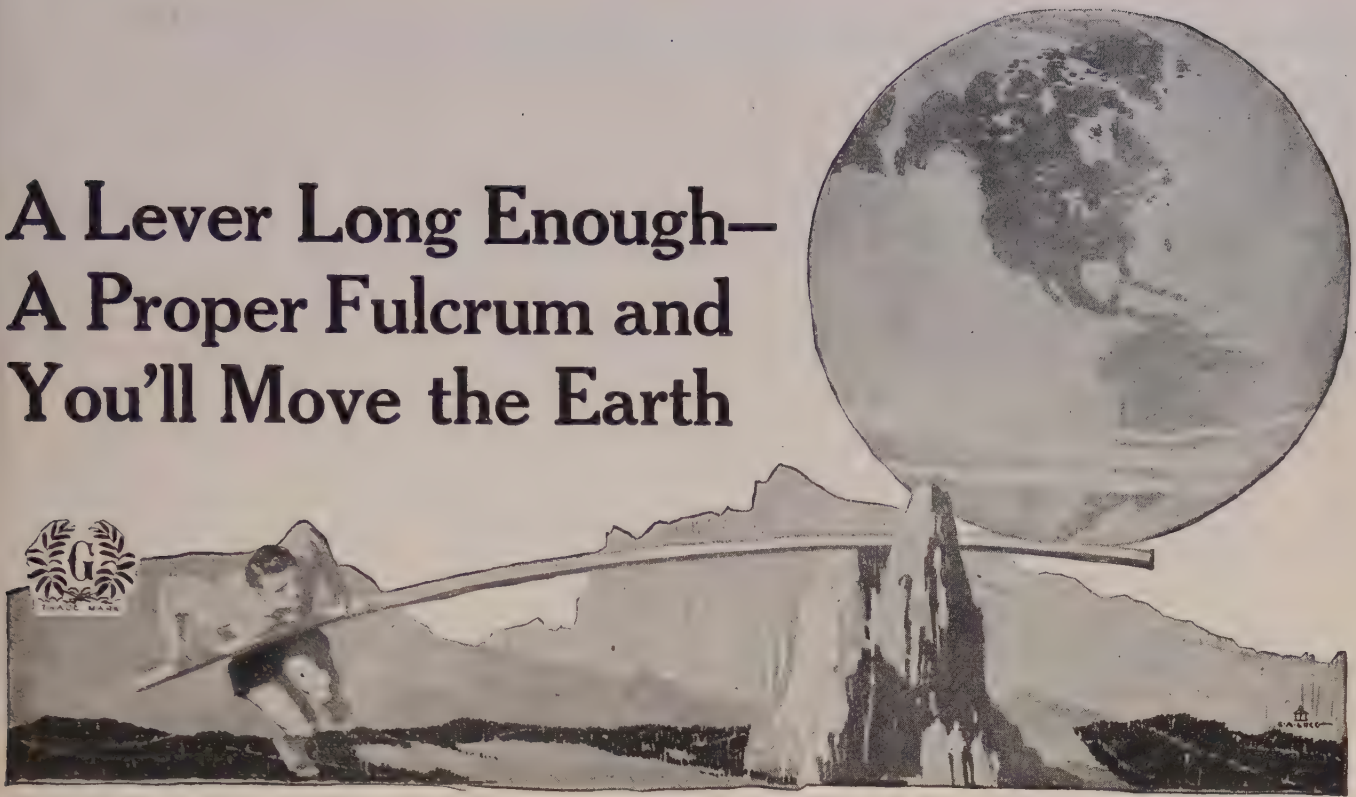


BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

A Lever Long Enough— A Proper Fulcrum and You'll Move the Earth



MANY years ago GOODRICH decided to make Quality the lever and Goodwill the fulcrum—a decision which made the GOODRICH of today a prime mover in the world's Rubber industry, for now wherever Rubber is used the name of GOODRICH is known and respected.

GOODRICH Grain Elevator belts are also known and respected in the grain trade. Millions of bushels of golden grain pass over Goodrich belting en route to hungry mouths the world over.

GOODRICH understand the requirements of the Grain Trade. A GOODRICH belt stands up to its work and gives the utmost ounce of service under the heaviest loads. Skilled workmen have seen to that.

Why not put your next elevator Belt proposition up to the Goodrich experts? Their service is entirely without obligation. And the experience they have had with many Grain elevator installations may be greatly to your advantage.

THE B. F. GOODRICH RUBBER COMPANY
The City of Goodrich—AKRON, OHIO

GOODRICH

RUBBER GOODS

RANDOLPH GRAIN DRIERS

STEAM OR DIRECT HEAT CONTINUOUS FLOW MADE IN ALL SIZES

O.W. RANDOLPH CO. TOLEDO, O. U.S.A.

THE ROBERTS ALFALFA MILL

When fitted with baled hay attachment will grind baled hay as readily as loose hay without the operator breaking the bales.

The Roberts Packers are especially designed for alfalfa meal, easily operated and do not tear the bags.

Maximum capacity with minimum power.

Write for catalog and descriptive matter.

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1725-31 Blake Street, DENVER, COLORADO

Prevent
CLAIM LOSSES
with

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.

Write for samples and prices.

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Chas. J. Webb, Vice-President

617 Railway Exchange Bldg. CHICAGO, ILL.



Wasting your brain figuring how you can keep out of buying a dust collecting system is like figuring on the best way of ultimately destroying your plant with the greatest loss.

Insurance men, Uncle Sam's specialists on dust collecting telling you of the danger and the many examples of ruin caused by dust explosion, ought to be enough to make you investigate.

NEW 1905 CYCLONE DUST COLLECTOR

works on less power and with greater results than the old style cyclone types. They are built differently, hence work better. Send for the facts.

THE KNICKERBOCKER CO., JACKSON, MICH.

CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. H. Watt, Jacobshurg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G. N. P. BOWSHER CO., SOUTH BEND, IND.

HALL SPECIAL ELEVATOR LEG

COSTS LESS to build, LESS to operate, LESS to maintain. Elevates as much as any other leg double its size. Elevates constantly WITHOUT ATTENTION; WITHOUT STOPPING; WITHOUT CHOKES.

Capacity guaranteed in your elevator.



THE BUSY SEASON

of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely.

ECONOMY OF SPACE and ECONOMY IN USE are important features.

THE HALL SIGNALING DISTRIBUTOR

is a simple, efficient, durable device which accomplishes ends none others reach as more than two thousand users will testify. Write for our Catalogues.

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.

Grain Dealers Everywhere Are Using The Automatic Dump Controller



Entirely under the driveway floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

Shipped on 30 or 60 days' trial

Also build

Grain Elevators

Write for plans and estimates.

L. J. McMILLIN

Board of Trade Building
INDIANAPOLIS, IND.

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.



Spongy Subsoil



Late one night the C.P.R. elevator at Transcona, Man., tipped on its foundation to an angle of 30° —an engineering failure.

The tanks were 97' high and when the elevator failed it contained 55,000,000 pounds of grain.

Engineers figure that in elevator operation the weight of the grain, the live load, is two-thirds the combined live and dead load. The alternate loading and unloading of this enormous

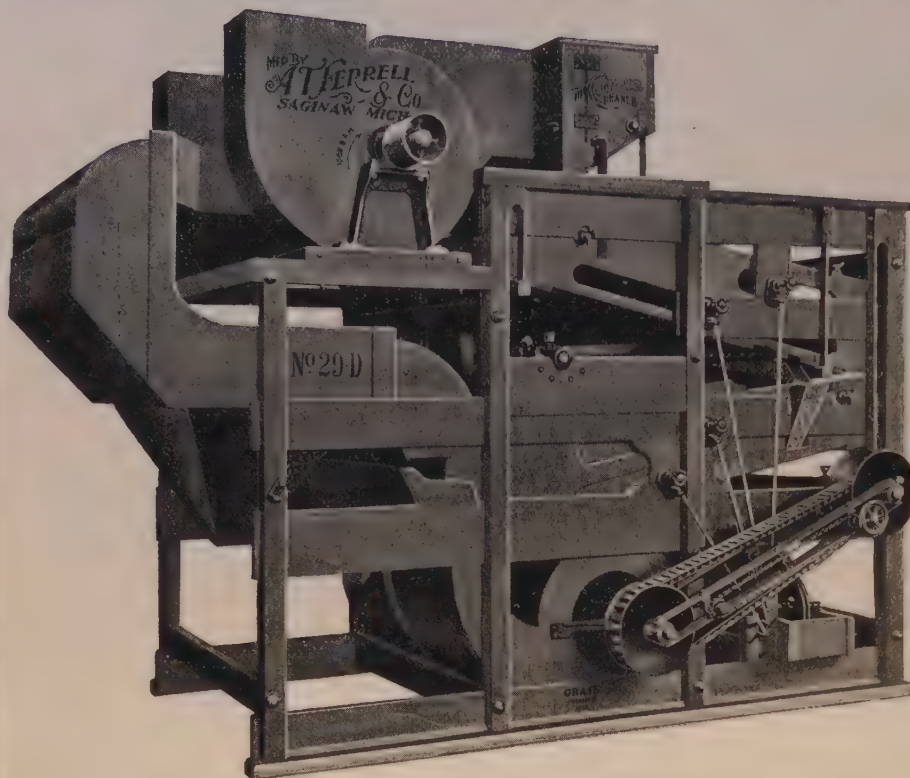
weight produces a pounding effect upon the subsoil. Hence the need for special care in the design of elevator foundations. On many elevator jobs the subsoil is faulty.

To remove as much weight as possible from the foundations, experienced engineers are building cupolas of structural steel and siding them with Armco Iron. It means less bearing on the foundations, a light structure—yet durable. Armco has stood the test under the most trying atmospheric conditions of grain elevator operation. Besides an Armco cupola can be built in zero weather, enabling engineers to complete the job.

THE AMERICAN ROLLING MILL CO.
Middletown, Ohio

Dustless "Clipper" Cleaner

Number
29-D



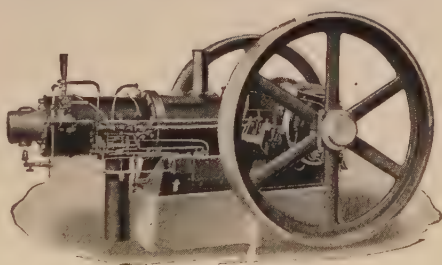
This machine has all the latest improvements — Ball Bearings — Traveling Screen Brushes — Variable Air Regulator, etc.

It has no equal for cleaning every kind of grain and will also clean thoroughly field and garden seeds, peas, beans, etc.

We have hundreds of these machines in operation, in almost every state. We make over 100 kinds and styles of grain cleaning machines.

We can meet your needs and will send our complete catalog and full particulars, if you will tell us your requirements.

A. T. FERRELL & CO.
Saginaw, W. S., Michigan



Muncie Oil Engine

Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

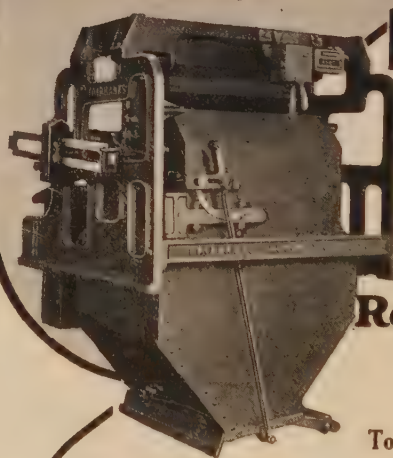
STUDY THESE FACTS

Lower Fuel Cost	More Power
Closer Regulation	Steadier Power
No Shut-downs	Greater Reliability
Fewer Repairs	Lower Up-keep

Write for proof of these facts

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Authentic Printed Records *in duplicate*



FAIRBANKS
Automatic
SCALES

equipped with
Type
Registering
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Weights same weight per
discharge on all grains—
Do s away with changing
weights in the weight-box.

To give you accurate
every day knowledge of
the exact amount of
each kind of grain that
passes through your
elevator.

Fairbanks, Morse & Co.
MANUFACTURERS CHICAGO

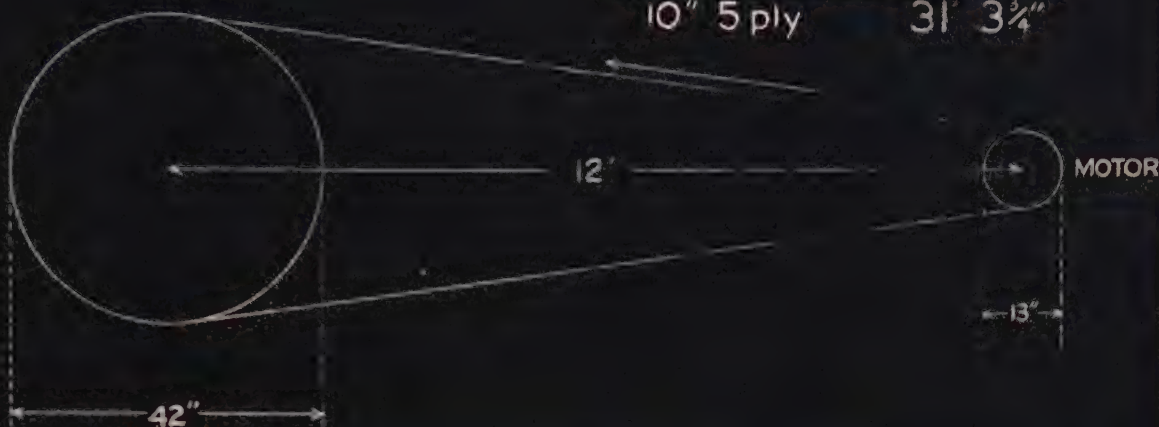
OUTLINE OF MOTOR DRIVE

Driving Combination Conveyor Line
and Bucket Elevator

Speed 3700 F.P.M.

Motor 30 H.P.

Specified BLUE STREAK

10" 5 ply 31' 3 $\frac{3}{4}$ "

The Hard Drive That Seems Simple—and the G.T.M

Fifteen belts had been devoured in a plant in Allentown, Penna., in three years by a small motor-drive that seemed to be simple and easy. The fifteen had been of every conceivable type and material. Their prices ranged from the cheap to the most expensive. One day a G.T.M.—Goodyear Technical Man—Mr. Ford from our Philadelphia Branch, called on the plant superintendent. He got a hearing immediately, and it surprised the G.T.M. Generally the first thing he got was a question about prices.

The G.T.M. explained the Goodyear Plan of selling belts only after a careful analysis of the drives to be served—and not as a grocer sells sugar. The superintendent took him to the motor-drive that looked so simple and easy, and told him how it fairly ate up dollars. The G.T.M. looked it over.

He found that the drive wasn't simple and easy at all. It transmitted power to drive a combination conveyor line and bucket elevator—without the use of reciprocal gears. All the strain and vibration of the conveyor and bucket elevator loads were directly on the belt. It just had to be kept exceptionally tight. In addition the drive was in a grinding room so that an excessive amount of gritty dust collected on it, got between it and the pulleys, and ground away at the belt face. The G.T.M. pointed out all these things to the superintendent. "That's true," said the latter, "and what are you going to do about it?"

The G.T.M. thought it over. Then he measured the pulleys, the distance between centers, and the belt speed. He figured for a few moments and told the superintendent that the drive needed a 31 foot 3 $\frac{3}{4}$ inch, 5 ply Blue Streak Belt—and added that a certain kind of fastener should be used.

Then he quoted the price. It was less than that of some of the previous belts. He got the order—not because of the price, but because his methods of studying the conditions and prescribing the proper Goodyear Belt seemed to the superintendent the logical method. The belt came, was installed March 23, 1917, and is still serving the drive. It has already given over a year and a half of service. The best average before that time had been four and a half months.

The saving effected was so great that the G.T.M. was asked to analyze other drives and to prescribe proper belts. If you have a hard drive, especially if it is one whose belt-devouring nature seems unexplainable, ask a G.T.M. to call. One from the nearest Goodyear Branch will be glad to do so when next he is in your vicinity. His service is free—for the savings it effects for purchasers are so evident and material, that a gratifying volume of business from the plants analyzed is certain to be ours within a few years.

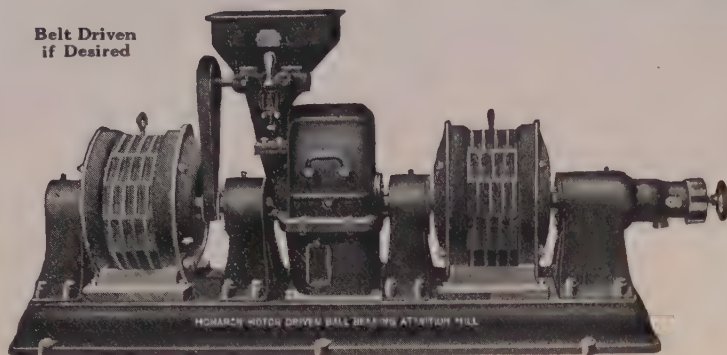
THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

BELTING • PACKING HOSE • VALVES
GOODYEAR
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MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
All Attrition Mill Requirements*

Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

Write for Catalog No. D115

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

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TRUCK DUMPING

Your Problems Solved

We have a **Combination Truck and Wagon Dump** that is in successful operation.

It is Simple, Efficient and Inexpensive. Operates Automatically, works with any length truck.

Shipped complete, ready to set up, with full instructions for installation.

Write Quick for Demonstration and Proposition

Combination Dump Co.

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Omaha, Nebr., U. S. A.

CARS

**RAILS—TANKS
ZELNICKER IN ST. LOUIS**

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Steam and Electric Power Plant Equipment, Machinery, Etc.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

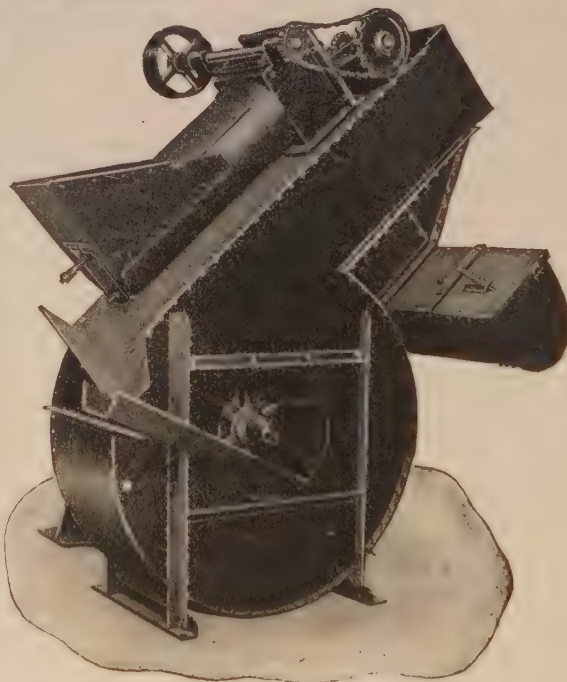
H. S. COVER
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A better way
to handle

GRAIN is the
Bernert Way

WHY?



Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

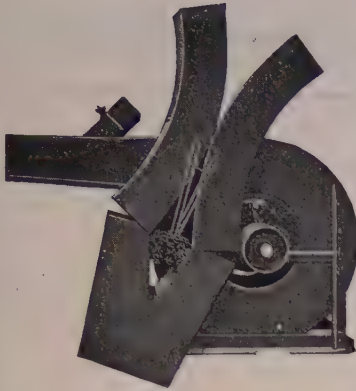
Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

Bernert Mfg. Co.

759 33rd Street

MILWAUKEE, WIS.

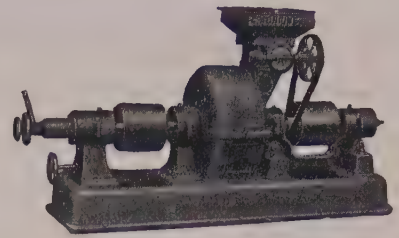


\$60.00 a Car Extra Profit

The Boss Air Blast Car Loader (either stationary for elevators, or portable) will load EAR CORN into railroad cars WITHOUT scooping, as well as loose grain of all kinds. No other car loader will do this. How many times have you had a chance to make from 5 cents to 20 cents EXTRA a bushel on EAR CORN, but couldn't load it because no one would scoop it for you? Every car can be loaded with our Boss Air Blast Car Loader without scooping. CANNOT injure the grain. Notice how extremely simple the Boss Loader is. No complicated forced feed devices. Nothing touches the grain but the blast of air. If you have to scoop your loose grain, such as oats, corn, wheat, rye, malt or any kind of granular material, you can use a Boss Air Blast Loader with profit. Everything that leaves the scales stays in the car.

30 DAYS' FREE TRIAL. You can try one of these loaders for 30 days. If not satisfactory, can be returned at our expense. Write for our complete catalog, "Better Profits for You." It will pay you.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.

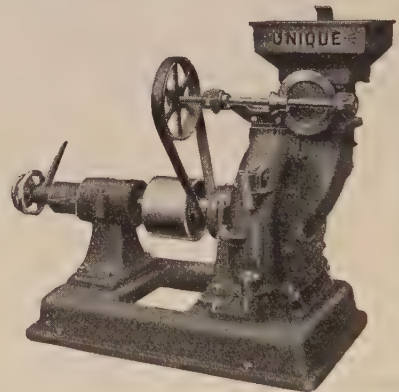


Face the Facts

Good Feed Grinding Brings Money

To do it, you need a

UNIQUE
BALL BEARING
MILL—MOTOR
OR BELT DRIVEN



Are you ready to increase your business? If so, write us for names of Grain Dealers who will tell you what the UNIQUE has done for them.

Write Nearest Office

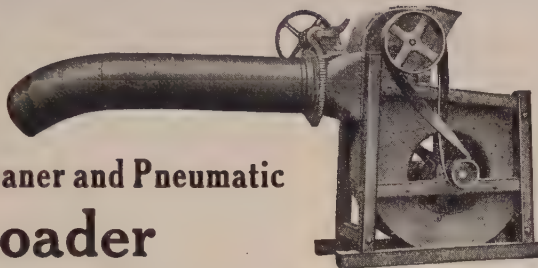
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Muncy, Pa.

P. O. Box 411

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IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader



become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

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MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

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GRAIN ELEVATOR BUILDERS



A Reliance Elevator

is economical and efficient in operation because it is correctly designed and properly constructed.

For years we have studied carefully the needs of the grain trade, progressing constantly with developments in engineering and construction, and we know how an elevator should be built to give complete satisfaction.

We build them that way.

Ask us for particulars on the house you plan to erect.

**Reliance
Construction Co.**

Board of Trade Indianapolis, Ind.

DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

Younglove Construction Company

412 United Bank Building SIOUX CITY, IOWA

L. N. COPE & SON

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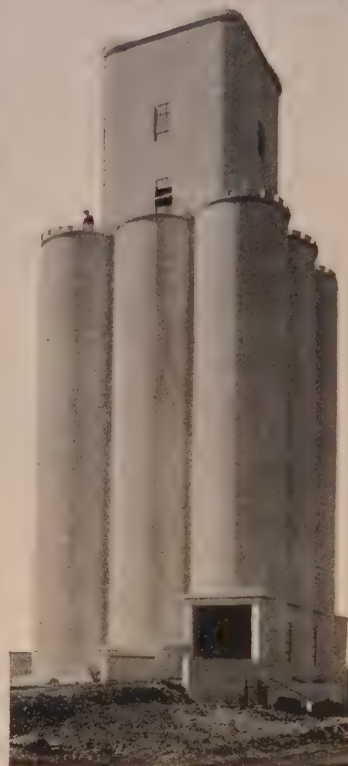
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ILLINOIS

Builders
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Concrete
Elevators

Any Size
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Write us for
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R. C. STONE ENGINEERING CO.

320 MERCHANTS EXCHANGE
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF

CONCRETE AND WOOD ELEVATORS

CORRESPONDENCE SOLICITED

BALLINGER & McALLISTER

ENGINEERS AND CONTRACTORS

Grain Elevators Driers Coal Chutes
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DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

MONADNOCK BLDG. CHICAGO, ILL.

BIRCHARD

CONSTRUCTION CO.

CONTRACTORS GRAIN ELEVATORS

Mills and Warehouses

Especially Designed for Economy of
Operation and Maintenance

1129 J Street

LINCOLN, NEB.

Your Individual Needs
are respected when your elevator
is designed and built by

W. H. CRAMER CONSTRUCTION CO.

NORTH PLATTE, NEBR.

Write for Details of Our System

Decatur Construction Co.

ENGINEERS AND BUILDERS

OF GRAIN ELEVATORS

510-512 Wait Building

DECATUR

ILLINOIS

EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

6803 Parnell Ave., Englewood, Chicago, Ill.

If you wish to build your elevator
right, my eighteen years experi-
ence is at your command.

C. E. BIRD & CO.

MINNEAPOLIS

MINNESOTA



R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

GRAIN and COAL
ELEVATORS

T. E. Ibberson Company
MINNEAPOLIS, MINN.

HICKOK Construction Co. MINNEAPOLIS & SPOKANE **ELEVATORS**

THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,
for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.
15th Floor, Westminster Bldg.
CHICAGO
W. R. SINKS, Manager

Capacity
5,000,000 Bushels



Canadian Government Grain Elevator

Port Arthur, Ontario

Capacity 3,500,000 Bushels

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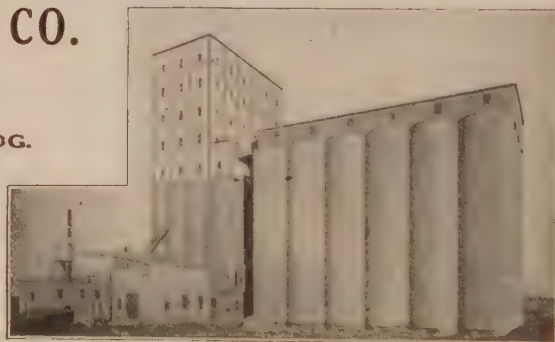
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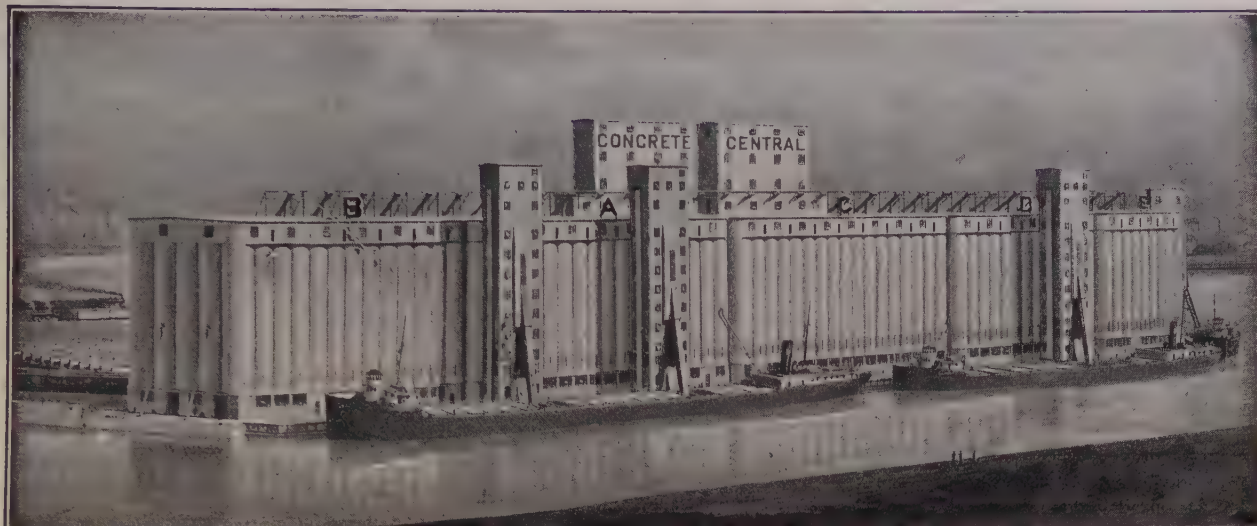
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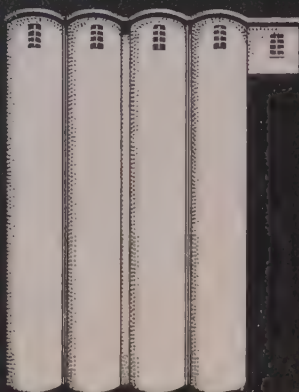
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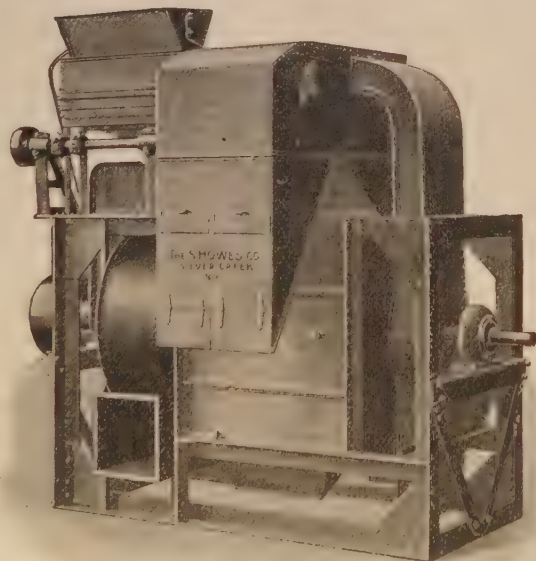
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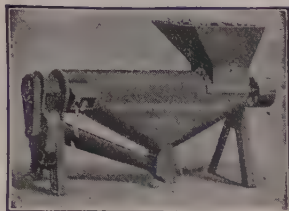
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GRAIN DEALERS JOURNAL

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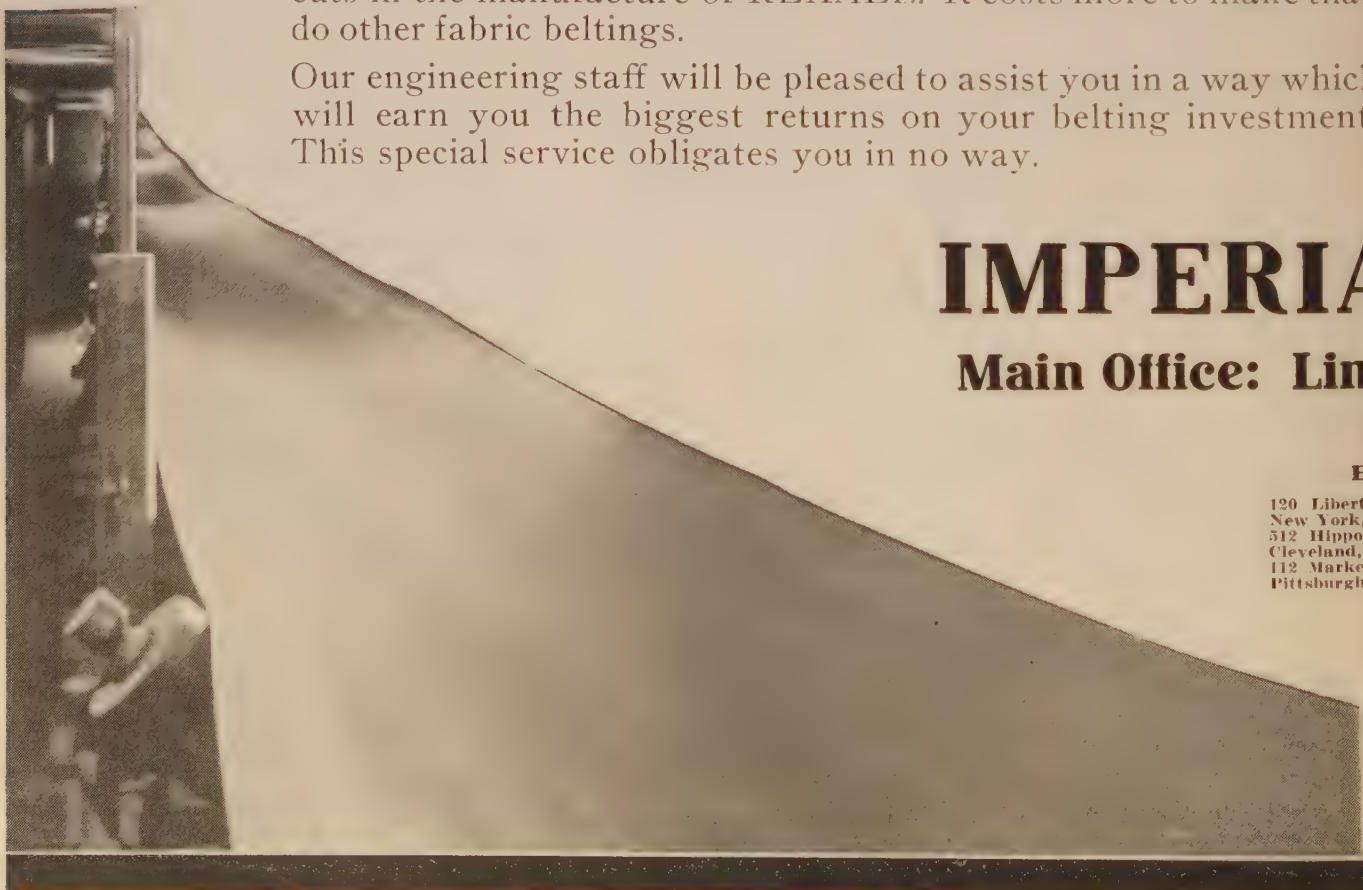
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And to their amazement REXALL **double-stitched** BELTS wore over twice as long and during its life hauled over twice the tonnage at less than HALF the cost per ton.

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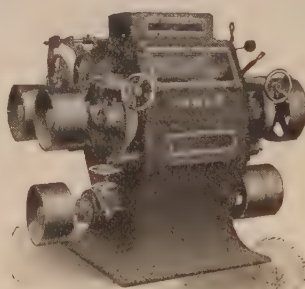
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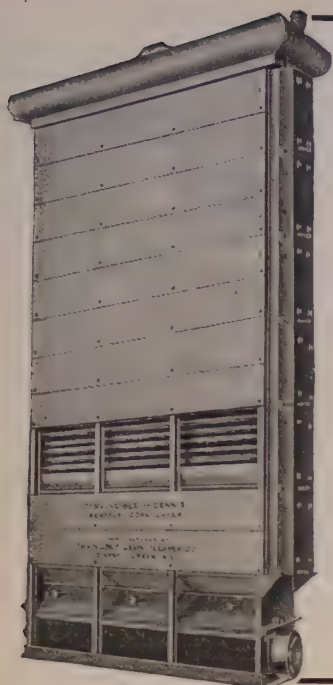
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Statement of the Ownership, Management Circulation, Etc., Required by the Act of Congress of August 24, 1912, Of Grain Dealers Journal, published semi-monthly, at Chicago, Ill., for April 1, 1919, State of Illinois, County of Cook:

Before me, a notary public in and for the State and county aforesaid, personally appeared Charles S. Clark who, having been duly sworn according to law, deposes and says that he is the business manager of the Grain Dealers Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation) etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Grain Dealers Journal, Incorporated, Chicago, Ill.

Editor, R. R. Rossing, Elmhurst, Ill.

Managing Editor, Charles S. Clark.

Business manager, Charles S. Clark, 7130 Princeton Ave., Chicago.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.):

Charles S. Clark, 7130 Princeton Ave., Chicago.

R. L. Morrell, 4200 Wilcox St., Chicago.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount

of bonds, mortgages, or other securities are (If there are none, so state):
None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other persons, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is.....(This information is required from daily publications only.)

CHARLES S. CLARK.

(Signature of business manager or owner.)

Sworn to and subscribed before me this 25th day of March, 1919.

OSCAR E. FLINT,

Notary Public.

(My commission expires Aug. 23, 1921.)

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ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

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WANT TO LEASE MONTANA ELEVATOR. Give full particulars. Address A. M. Markusson, Forsyth, Montana.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

WANT A GOOD ELEVATOR in Central Ohio or Indiana. Full descriptions in first letter. Address Howard L. Hockman, New Plymouth, Ohio.

WANTED—To buy for cash, first-class elevator showing good volume of business in central Indiana. Address C. A. B., Box 1, Grain Dealers Journal, Chicago.

AN ELEVATOR located in Central Iowa preferred. Give price and particulars first letter. Address General, Box 6, Grain Dealers Journal, Chicago.

WILL EXCHANGE WELL IMPROVED 64-ACRE farm in Lamour Co., N. D. for elevator and coal business. What have you? Speicher Grain Co., Urbana, Ind.

ELEVATOR WANTED, CENTRAL ILLINOIS preferred. Write full details first letter. Boughton Bros., Wellington, Ill.

MALE HELP WANTED.

SALESMEN: We have a readily selling side line to offer salesmen calling on seedsmen and elevators. O. M. Scott & Sons, Marysville, O.

MANAGER FOR FARMERS ELEVATOR. Must be experienced and furnish references. Farmers Equity Exchange, Van Buren, Ind. L. M. Hydorn, Sec'y and Treas.

EXPERIENCED ELEVATOR MAN to take charge of Co-operative elevator. Square Deal Co-operative Elevator Co., Charlotte, Mich.

GRAIN SOLICITOR WANTED for Iowa office. Address Harrison, Box 7, Grain Dealers Journal, Chicago.

WANTED: EXPERIENCED GRAIN SOLICITOR—One with trade preferable—Illinois and Indiana. Good opportunity for right party. Address Wabash, Box 7, Grain Dealers Journal, Chicago.

AN EXPERIENCED GRAIN ELEVATOR MANAGER, salary guaranteed, chance to invest in the plant and an interest in the profits. Do not apply unless a hustler and capable, and able to furnish A-1 reference. Address Quick, Box 7, Grain Dealers Journal, Chicago.

EDITORIAL ASST. WRITER who understands the grain business. Write full particulars, age, education, experience, salary. Address Editor, Box 6, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.

SITUATIONS WANTED.

POSITION AS FLOUR AND FEED SALESMAN. E. W. Cox, 325 N. Elder, Indianapolis, Ind.

WANTED—POSITION AS SOLICITOR, 17 yrs. experience in the grain business. Address Eton, Box 7, Grain Dealers Journal, Chicago.

PRIVATE WIRE OPERATOR desires position in charge good office. Address Experienced Operator, Box 7, Grain Dealers Journal, Chicago.

AS GRAIN INSPECTOR or Elevator Supt. have had over 20 yrs. experience. Can furnish best references. Franklin, Box 7, Grain Dealers Journal, Chicago.

POSITION AS MANAGER OF ELEVATOR and what other business there may be connected with it. 28 yrs. of age, married, have small family. Had 5 yrs. experience. Address Monon, Box 7, Grain Dealers Journal, Chicago.

POSITION AS MANAGER of Country Elevator in Illinois. 3 yrs. experience; married; age 1 years. Can handle any set of books. Address Independent, Box 4, Grain Dealers Journal, Chicago.

AS MANAGER OF A LINE ELEVATOR OR SECOND MAN in a farmers elevator. 7 yrs. experience in grain business. Married. Age 36 yrs. Good references and steady worker. Address 910 Grant Street, Beatrice, Nebr.

AS SUPT., 30 YRS. EXP., rail or water terminal houses. Thoroughly conversant with elevator construction, equipment and operation handling grain. Oat purifying specialty. Address Supt., Box 6, Grain Dealers Journal, Chicago.

AS MANAGER OF ELEVATOR IN KANSAS wheat belt; farmers, independent or line house; knows wheat; 20 yrs. grain experience; good bookkeeper. Bond and A-1 references. Address Bond, Box 6, Grain Dealers Journal, Chicago.

AS MANAGER WITH LINE HOUSE, or Farmers Elevator Co., 4 yrs. experience with line and independent, and 6 yrs. with Farmers. Experienced in side lines and live stock. References furnished. Address W. J., Box 6, Grain Dealers Journal, Chicago.

BY EXPERIENCED GRAIN BUYER, managing Elevator or Buying Grain, Western Montana or Idaho preferred. References and Bond. Address Western, Box 7, Grain Dealers Journal, Chicago.

AS MANAGER OF AN ELEVATOR. Have had 6 yrs. experience. Best of references. Married. Steady worker. Employed, but have good reason for wishing to make a change. A. C. Klauman, Morrowville, Kans.

YOUNG MAN HAVING HAD 5 YRS. experience at country elevator work and 2 yrs. at terminal elevator wishes to get back to country elevator. Can give good references and bond. Prefer Iowa or Nebr. but will consider Mo. Dakota or Minn. Address Iowa, Box 7, Grain Dealers Journal, Chicago.

BY A GOOD TRADER, 29 yrs. of age, thoroughly experienced Farmers and Line Elevators, Coal, Lumber and Hardware. Also experienced Central Market and traveling. Wishes position good location or line of elevators or will travel, go anywhere. Best of references. Parks, Box 5, Grain Dealers Journal, Chicago.

AS MANAGER of Farmers or Independent Elevator in Minn., North or South Dakota. 8 yrs. experience managing independent house. A-1 references and bond furnished. Am at present buying for a line house, but wish to change. Address South, Box 7, Grain Dealers Journal, Chicago.

POSITION AS TRAFFIC MANAGER by a young man of executive ability, capable of taking charge of all traffic matters. 8 yrs. experience in traffic work. At present employed in the office of the largest grain dealer in my city. Desire to become connected with a company where conscientious effort and good work were wanted and appreciated. Address Executive, Box 7, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

ONE MONITOR OAT CLIPPER NO. 8. Absolutely as good as new. The McMillen Co., Fort Wayne, Ind.

ONE BURNER MOISTURE TESTER, Brown-Duval make. New. Price \$25. Write Louis E. Mann, Creighton, Nebr.

NO. 5 RICHARDSON SEPARATOR—used only one season and in excellent condition. Write offer to Taylor & Patton Co., Des Moines, Ia.

ONE 600-BU. CORNWALL CLEANER, 1 No. 7 Beall Cleaner. Both in very good condition. For particulars and further information write B. S. Constant Mfg. Co., Bloomington, Ill.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

1 COMBINED SIDNEY BOOT AND CORN SHELLER, 1 Sidney Corn Cleaner with all sieves for cleaning Wheat and Oats. 1—2000 bu. per hr. Richardson Automatic Scale. All the above machines are as good as new; used but one season. Capacity of Sheller 500 bu. per hr. Corn Cleaner equal to capacity of sheller. E. J. Miller, Perry, Okla.

A SNAP FOR ELEVATOR BUILDERS. One 3 bu. Richardson Automatic Scale; one Foss 18 h.p. and one Witte 15 h.p. Gasoline Engine; 14 inch Buckets and Belting for Stand-leg; pulleys and shafting various sizes and lengths. One medium sized Wheat Cleaner—Invincible. Will sell all or any part of these for a bargain. Farmers Elevator Co., Dalton, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

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ONE PAIR 5-TON FAIRBANKS SCALES. Registering Beam. In good order. A Bargain at \$220. W. W. Pearson, Upland, Ind.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

ONE 4 BU. RICHARDSON AUTOMATIC SCALE, in good condition. One 500 bu. Howe Hopper Scale. W. K. Craig, 535 Keeline Bldg., Omaha, Nebr.

AN EIGHT-TON FAIRBANKS single beam iron pillar beam support hopper scale in fine condition, suitable for seed platform or trucking scale. Price \$60. Spires Elevator Co., Minonk, Ill.

ONE 50 FT. 100 TON TYPE Registering Beam Fairbanks Track Scale. Just recently overhauled and with new beam. Will be available for shipment about May 15th. Price \$500 F. O. B. Omaha. American Supply & Machinery Company, Omaha, Nebr.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - Chicago, Ill.

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WANTED TO BUY SECOND HAND 25 h.p. Steam Engine and 30 h.p. Tubular Boiler. Must be in good condition. Address Plantation, Box 7, Grain Dealers Journal, Chicago.

GASOLINE ENGINES FOR SALE.

ONE 20 h.p., I. H. C. TITAN Kerosene Stationary Engine in perfect condition. Can't tell from new. Price \$500. Box 263, Springfield, Ill.

25 H.P. FAIRBANKS-MORSE GASOLINE Engine. Mounted at present and in good running condition. Will sell at a reasonable price. Using electricity now and don't need it. McComas & Son, Nora, Indiana.

20 H. P. VICTOR I. H. C. GASOLINE ENGINE. \$415; in use 7 yrs.; 7 h.p. Jumbo P & O Kerosene-Gasoline Engine, \$200, used only 6 mos. Both engines in use and in good running order. Are installing one to do the work of the two. Levasy Elevator Co., Levasy, Mo.

ONE 20 H. P., I. H. C. OIL ENGINE, throttle governor, good condition, running continuously. Replacing with electric motor is reason for selling. Write to E. B. Fitzgerald, White Cloud, Mich.

STEAM ENGINES, BOILERS.

USED 30 H.P. CHANDLER & TAYLOR BOILER and 18 h.p. Engine. Cheap if taken at once. Linwood Grain Co., Linwood, Ind.

BOILERS, TWO 75 HORSE HEINE, 20 & 60 horse Tubular and Scotch, 200 horse heater, 175 horse Buckeye Engine, Gasoline Engines and pumps. Casey Boiler Works, Springfield, Ohio.

DYNAMOS—MOTORS.

WE BUY, sell, rent and repair dynamos and motors. A. H. Nimmo Electric Company, Detroit, Michigan.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

ELECTRIC MOTORS and Machinery at once. Do you want a motor? Write us. Largest stock in America.

NATHAN KLEIN & CO., 208K Centre St., NEW YORK CITY.

20 h. p. BULLOCK MOTOR, 500 volt; d. c., 925 r. p. m.; in first-class condition; immediate shipment from Kansas City. J. P. Sprague Co., Bryant Bldg., Kansas City, Mo.

ONE 3 H. P., 3 PHASE WESTINGHOUSE MOTOR. Slightly used. Price \$100.00. Address H. Potgeter, Steamboat Rock, Iowa.

MISCELLANEOUS FOR SALE.

SCALE TEST WEIGHTS for sale. Highest bid gets them. Chas. Love, Macon, Ill.



Big Stock

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For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 7-B

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431-437 South Clinton Street, CHICAGO, ILL.

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Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., wholesale seed merchants.

BELFAST, IRELAND.

Lytie & Sons, Ltd., John, Per. & Ital, Ryegrasses.
McCausland, Sam'l., Ryegrass & Dogstall.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., wholesale seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Harnden Seed Co., field & grass seeds.
Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.
Hardin, Hamilton & Lewman, grain & field seeds.
Lewis Implement & Seed Co., field seeds & implements.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Russell-Heckle Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larsen & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner, I. L., field & grass seeds, exporters, importers.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, field & flower seeds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.
Toledo Field Seed Co., The, clover, timothy.

SEEDS FOR SALE.

ALFALFA and Sweet Clover seed for sale.
Ask for samples and prices. W. E. Doud,
Eureka, Kan.GOLDEN MILLET for sale in car lots or less.
D. H. Clark, Galt, Mo.

FOR SALE—Choice seed corn, oats and barley, carlots or less. Prices and samples on request. Address Allen Joslin, Holstein, Iowa.

SWEET CLOVER SEED, special scarified, hulled and unhulled. John A. Sheehan, Falmouth, Ky.

CANE, FETERITA, KAFFIR, MILO, SUDAN Seeds—straight and mixed cars, or local shipments. Could include some grain and feed in same cars. Marshall-Jacobsen Grain Co., Oklahoma City, Okla.

FOR SALE: Millet and cane seed in car lots, golden, common, Siberian and Hog millet. Reimer-Smith Grain Company, Holyoke, Colorado.

WE HAVE 1,000 bus. of Whippoorwill Peas, 1,000 bus. of Clay Peas and 1,000 bus. of Mixed Peas, all crop of 1918, for sale. George B. Matthews & Sons, 412-430 South Front St., New Orleans, La.

WE OFFER a limited quantity of freshly cleaned Blue Grass Seed, grown on Elmendorf Farm. Quick orders can be filled. ELMENDORF COAL & FEED CO., Inc., Lexington, Ky.

SEEDS WANTED.

OFFERS of Wheat and Rye wanted in large quantities. Vilho Sobolew, Viipuri, Finland.

SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

H. W. DOUGHTEN, 59 PEARL STREET
NEW YORK CITY
Importers, Exporters and Jobbers
Grass and Field Seeds
We are Buyers of NEW CROP ALSIKE
and Sellers of D. E. RAPE

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 10 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BAGS—BAGGING—BURLAP.

SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags, Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

ADDRESS WANTED.

WANTED—PRESENT ADDRESS OF C. BORIN, formerly of Borin Grain Co., Omaha. Address Cash, Box 7, Grain Dealers Journal, Chicago.

LEATHER RUBBER BELTING CANVAS STITCHED
An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.
TEUSCHER AND SON
MACHINERY SUPPLY CO.
527 N. Second St., St. Louis, Mo.
Send for No. 18A BARGAIN PRICE LISTA PARTNER
HELP or a POSITION,

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GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

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Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

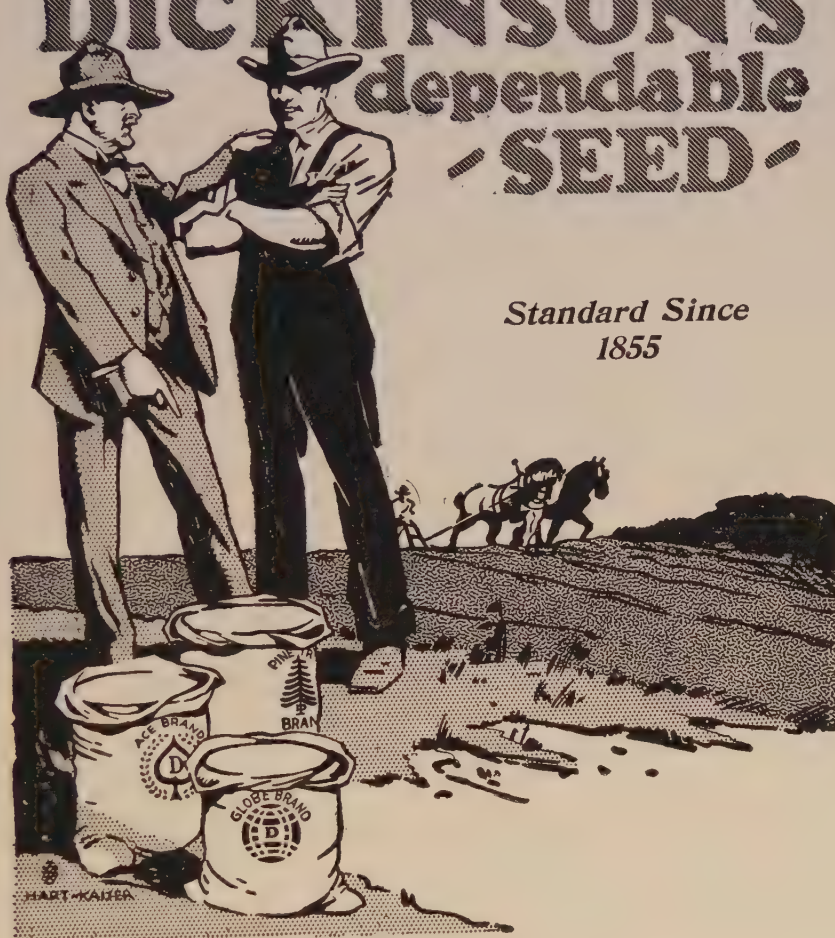
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MARQUIS WHEAT, MANCHURIA BARLEY
SEED CORN, CLOVER, ALFALFA
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Timothy Seed—Medium Red Clover
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Ask for Prices
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W. A. DEYO SEED CO.

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SPECIALISTS
46 VARIETIES
RETAIL-WHOLESALE
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WHITNEY-ECKSTEIN SEED CO.

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CORRESPONDENCE INVITED

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WHITE
ALSIKE
ALFALFA
SWEET

CLOVERS

**Timothy, Grass
SEEDS**

CAR LOTS OR LESS

KELLOGG SEED CO.

MILWAUKEE, WIS.

THE HARNDEN SEED CO.

Field and Garden Seeds—Onion Sets

Write for our Surplus List of Garden Seeds

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KANSAS CITY, MO.

**ALFALFA SUDAN
CANE SEED
FEED and SEED
MILLETS**

RUDY PATRICK SEED CO.
KANSAS CITY, MO.

WE WANT CORN THAT WILL GROW
STOECKER SEED CO., Peoria, Ill.

A. W. SCHISLER FIELD AND SEED COMPANY
53 Years Service GARDEN
Buyers and Sellers Bag or Car Lots
St. Louis, Missouri

We Buy JOHN A. **SALZER SEED COMPANY** Send for
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Clovers—Timothy—Alfalfa Write for Our Commission Seed Proposition LA CROSSE, WIS.

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Field or Garden Seeds
We have complete stocks of all kinds of seeds and
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FIELD AND GRASS SEEDS—Northern Grown.
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Seedsmen MINNEAPOLIS, MINN.

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**GRASS and
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Buyers and Sellers of Timothy, Red Clover,
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HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

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24TH TO 35TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

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OFFICES: 3444 RAILROAD AVE. SO.
MINNEAPOLIS, MINN.

GRAIN ELEVATORS AND WAREHOUSES:
35TH TO 37TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

SEEDS FOR SALE—WANTED

L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for
Red, White and Alsike
Clover
Timothy and Alfalfa
Seed

SEED CORN FIELD PEAS

DON'T FORGET US

We want Clover, Alsike,
Timothy, and Alfalfa Seed

CAR LOTS OR LESS

In the market all the time,
either to buy or sell. Send
us your samples.

Our samples and prices on request.

T. H. COCHRANE CO.
Portage, Wisconsin

Dwarf Essex Rape

White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

Wm. G. Scarlett & Co.
Baltimore, Md.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

Crawfordsville Seed Co.

Crawfordsville, Ind.

Field Seeds

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON KANSAS

CHAMBERS SEED CO.

Incorporated;

GRASS and FIELD SEEDS

Combining the resources and experience of
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WOOD, STUBBS & CO.

(Inc.)
LOUISVILLE, KY.

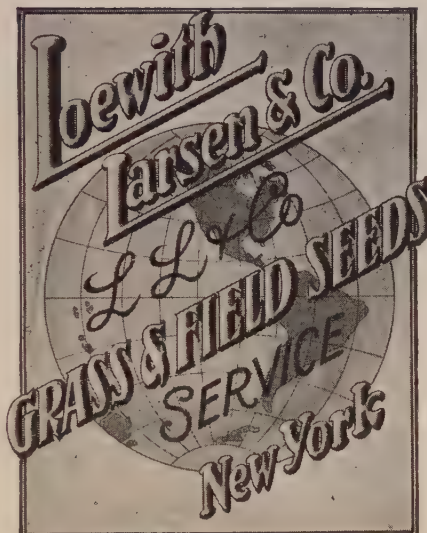
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Also full line Garden Seeds

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BUYERS—SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO



The S. W. Flower Co.

WHOLESALE
FIELD SEED
MERCHANTS

SPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE

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LOUISVILLE SEED COMPANY

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Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

By concentrating your advertising in
THE GRAIN DEALERS JOURNAL
you can cover the Grain Dealers
of the country at one cost.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat,
Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

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J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

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M I L L E T

IN CAR LOTS

Common Golden Siberian and Hog Millet

JOHN E. SPELTS, Julesburg, Colo.

We Buy **SEEDS** We Sell

J. G. PEPPARD SEED CO.
Kansas City, Mo.

Farmer Seed & Nursery Co.

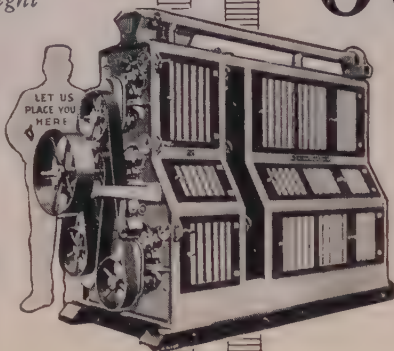
Growers of Northern Grown

SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA

FARIBAULT - - MINN



Here are some of our customers who have bought their second (Midget) Marvel Mill, having to increase their capacity to take care of their trade.



ADLER BROS. (Altoona Feed Mills), Altoona, Pa.
 BRAMLETT-BABB MILLING CO., Laurens, S. C.
 CARL BESHONER, Paris, Ark.
 CLARK & ADAMS, Vienna, Va.
 W. T. DUNWODY, Huntland, Tenn.
 DEARING ROLLER MILLS, Dearing, Pa.
 FARMERS' MILLING CO., Etowah, Tenn.
 DAVID DIETZ, New Salem, N. D.
 T. FREIJE, Rincon, N. Mex.
 J. GERLACH, Bessie, Okla.
 HALL BROS. MILLING CO., Morehead, Ky.
 HARTZELL MILLING CO., Enough, Mo.
 G. B. HOOVER & SONS, Woodbury, Pa.
 W. H. HORNE, Rocky Mount, N. C.
 F. H. JENNINGS, Galax, Va.
 LUBERT KARNES, Martinsburg, Ind.
 A. E. KEPLINGER, Lahmansville, W. Va.
 HENRY MOFFAT, Buffalo, N. Y.
 KIOWA MILLING COMPANY, Kiowa, Kans.
 OAK CLIFF MILLING CO., Dallas, Texas.
 PLANO MILL & ICE CO., Plano, Texas.
 E. S. PRATHER, Benkelman, Neb.
 E. H. RAYMOND, Osseo, Mich.
 ROSS & JOHNSON, Tahlequah, Okla.
 SPRAGUE & WARD, St. Johns, Mich.
 STRAWN FLOUR MILLING CO., Strawn, Texas.
 VAN ALSTYNE ROLLER MILLS, Van Alstyne, Tex.
 ZOELLNER BROS., Waupun, Wis.
 FRYOR MILL & FEED CO., Fryor, Okla.
 WHITELEY MFG. CO., Kenesaw, Nebr.
 SLEEPER VALLEY MILLING CO., Valley Mills, Tex.
 BARRETT MILLING CO., Thorpe, Wis.
 C. E. BERNSTEIN, Tecate, B. C., Mexico.
 C. M. FISHER, Chelsea, Iowa.
 COMMUNITY MILLING CO., El Paso, Tex.
 PULLIAM MILLING CO., Dallas, Tex.
 HARDIN MILLING CO., Hardin, Mont.
 IROQUOIS MILLING CO., Perry, N. Y.
 H. J. RUSSELL, Weiser, Idaho.
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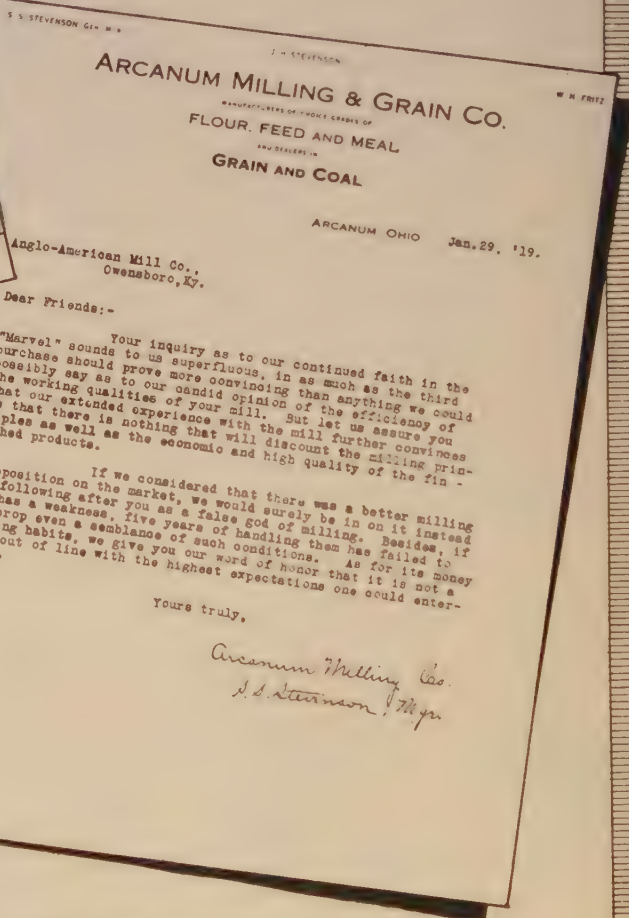
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GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month at

305 So. LaSalle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaving grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, APRIL 10, 1919

SHINGLE ROOFS have recently contributed to the burning of several more grain elevators. Locomotives are fed with such a poor quality of coal nowadays that the flood of sparks they throw out as they pass by is hotter than ever.

DOCKAGE will hereafter be paid for by grain buyers in Minnesota on the basis of its commercial value if a bill now pending in the State Legislature is enacted into law. Country elevator operators who are averse to paying real money for the trash will no doubt put on cleaners and return it to the farmers.

THE SCREWS have been put down hard on shippers to raise 21% increased operating revenue on 13½% less business this February compared with a year ago. Under government operation the railroad administration falls short \$37,000,000 of the rental for the month, which should be gratifying to advocates of government ownership.

SCALES cannot be kept in condition to weigh accurately, unless they are inspected frequently and kept in repair. Some grain shippers of Kansas seem to be laboring under a contrary opinion and recently have refused to permit the General Scale Inspector of the U. P. R. R. to inspect their scales. No grain shipper desires to be misled by his own scales and yet this will be the result unless they are inspected frequently and kept in working order. The Railroad Company is in position to haul test weights about the country and test scales at a more reasonable figure than anyone else. Then, too, the Railroad Company has some interest in keeping the scales in perfect condition.

OLD MOTHER GRUNDY and others of her ilk being unable to get any satisfaction from the uniformly good reports of winter wheat and rye conditions are predicting great swarms of the seventeen year locust. Who is next?

THE APRIL meeting of the Crop Killers' Union was the most discordant conference in the history of this stormy organization and finally broke up in a riot after placing the weather man in the Hall of Shame. The voluminous wheat prospect is too distressing to be considered calmly by any self-respecting member of the Union.

FORTY CARS of wheat per day are going back from the Great Northern Elevator System at Duluth-Superior to Minneapolis on account of the mistaken policy that allows nothing for storage of grain at interior points. Freight is paid past Minneapolis and back again to that city after grain had been held several months in the more costly city storage. It is not too late to remedy this condition for the coming crop by allowing an advance of two cents per month or one cent every 10 days, in the selling price of wheat.

NORTH DAKOTA tax payers are evidently becoming somewhat alarmed by the socialistic schemes of the Non-partisan League and recently have reduced the fund asked for grain elevators and flour mills to \$2,000,000. The first proposition was to spend immediately \$5,000,000 in these enterprises, in order that the dear people could immediately have the full benefit of politically controlled grain handling and manufacturing plants. Owners of property in the state are said to be sacrificing it for the privilege of getting out of the way of the enormous taxes coming.

FARMERS have realized such profitable prices from last year's products, few will longer use cheap, common wagons to haul their produce to market. They are buying trucks recklessly and in utter disregard of the facilities at the country elevator for receiving grain from trucks. Much trouble is ahead, both for them and the elevator operator. Many new devices are being brought out for facilitating the dumping of grain from auto trucks, but all are not suited to every elevator, hence it becomes necessary for the elevator owner to look close to the needs of his trade and his plant before ordering the latest and best truck dump.

AT LAST the law makers of Illinois have begun to recognize the great waste forced upon the business of the country by needless and useless holidays, and bills are now pending in the Illinois Legislature to provide that no primary day and no election day, except the regular bi-annual State election shall be a legal holiday. With the banks and the grain exchanges closed, grain is often delayed in cars at times when yards are congested and a car famine exists. Business men generally do not close up shop on minor election days, but the grain trade of the entire West has suffered from this ridiculous practice in Illinois. The calendar is already cluttered with too many useless, aimless holidays—all of which make for waste and inefficiency.

DEALING in grain by carloads is too indefinite a transaction for present day prices. The range in capacities of box cars from 50,000 to 100,000 bushels permits of small buyers being swamped with a large load on a declining market. If you must deal in carloads, specify the size of the car.

THE COST of handling grain thru 73 Indiana elevators as computed by Secy. Riley in "Letters" this number averaged 7.24 cts. With proof of such costs no court would hold guilty of profiteering, the country grain dealer who bot \$2.26 wheat on a 12 cent gross margin. Look over the cost of handling statements on pages 574 and 581 this number you may learn where you lost out on the last crop.

WIRELESS TELEPHONY has been developed to practicability according to the consulting engineer of the General Electric Co., so that business deals can be consummated between persons thousands of miles apart. What a relief this would be to the grain dealer now struggling with poor service over long distance at increased rates. What will the poor old A. T. & T. do with its thousands of miles of copper wire?

BULLDOZING and misrepresentation was employed by the U. S. Food Administration agent in one Minnesota county to compel farmers to let go of wheat they had a right to hold and give the money to the Red Cross. The State Federal Food Administrator finds the agent guilty and suggests that the Red Cross pay back the money to the farmers. How about the wheat dealers of Illinois who have been coerced and intimidated?

THE PUBLICATION of a finding by the St. Louis meeting of secretaries that the cost of handling wheat on the 1918 crop was approximately 9 cents per bushel is likely to give aid and encouragement to those government agents who seek to fix an arbitrary limit to the margin the small dealer must have to come out whole in his wheat buying. Instead of striking any average or approximation dealers should state all the facts, which would show that the costs for different dealers at different stations in different states, on account of varied local conditions, cover a wide range. The fixed margin is unfair. It gives the big dealer an exorbitant profit and compels many small dealers to do business at a loss.

THE ILLINOIS grain dealers who re-funded more money to wheat growers of Illinois than they could well afford, are said to be contemplating a suit against the Grain Corporation, in the hope of recovering some of the money lost through the unreasonable retroactive order of Zone Manager Flesh, of October 8th. We know a number of sufferers who would gladly contribute to a fund to prosecute the suit. It seems that the Grain Corporation never did have any authority to order the rebating of excess profits, and what is more, it never conducted any investigations to determine whether or not the profits were either reasonable or excessive. The wheat handlers of Illinois seem to have been bulldozed and unfairly stampeded to their own great loss.

THE NEW oats grades vary materially from those used by the trade heretofore, so it would be to the advantage of the owner of every country elevator to study the new rules prior to the movement of the new crop. By so doing, they can help to avoid loss and reduce confusion attendant on the change.

LAST WEEK Norway bot 50,000 tons of Australian wheat at a price equivalent to \$1.38 per bushel f. o. b. Victoria and South Australia ports. The world will harvest another crop before we are able to market our 1919 crop and our wheat must compete in the open markets of the world, so we can not expect to sell it for more than others are accepting.

A JUNKETING trip at public expense is contemplated by the Bureau of Markets in alleged promotion of American farmers' foreign trade. Will the agricultural trade commissioners promote the shipment of eggs to China, cheese and butter to Denmark, wheat to Argentina, rice to Japan, and teach the civilized nations of Europe to quit eating home grown foods and rely upon imports?

IN ORDER that the magnanimity of Postmaster General Burleson in granting lower telephone rates for night service may not be wasted maybe it would be a good idea to change the sessions of grain exchanges and similar business organizations from day to night. Business offices, also, might keep open at night, letting the force sleep in the day time. This would be a foolish proceeding, except for the fact that the world has wasted enough all ready, and if those in authority persist in keeping up the pace the remainder of us will have to do something to prevent things from going to smash entirely.

NORTH DAKOTA now licenses solicitors of grain, seed and other agricultural products, and no doubt will use the fees to promote the cause of the Non-partisan League. According to the Chief Deputy Grain Inspector of the State, these naughty solicitors have not been attending strictly to their own business but have been talking about one another, sewing circle style, and the law makers sharing in the resentment of those maligned by the wagging tongues, have enacted real laws to keep the solicitors in the straight and narrow path. In the meantime, yellow dogs will wag their tails up and down Saturdays and Sundays in North Dakota.

THE LICENSES of the packers issued by the Food Administration have been terminated, and this branch of the food trade is now free to do business without consulting the socialists at Washington. The grain dealers and millers of the land would be very glad to get back to normal conditions, but the wheat guarantee law promises to surround them with regulations and restrictions for at least fourteen months more. Grain dealers who enjoy doing business for nothing and along lines laid down by government autocrats, may hasten the day of relief by protesting frequently and vigorously to their representatives in Congress.

THE PERMIT system has been abolished at all terminal markets, so that grain can now move more freely than for many months. If any shipper has discovered a good substitute, he should bring it forward promptly, so as to help the trade to avoid having its freedom of shipment again abridged when the new crop starts to move.

SCALE TESTING by the state is generally without value and under Montana's new law which provides for the employment by the state of a scale expert, he is required to collect \$1 for making tests. If the scale owners of the state want to know the true condition of their scales, it will be necessary to employ more of an expert than you can get for a dollar. Better have no test than one without value.

COLLECTIVE BUYING is fad with some county agricultural agents and with a few socialists in the U. S. Department of Agriculture that has never borne the test of experience. Doing away with the dealer does not do away with the necessity for some agency of distribution. Dealers individually do buy with regard to the collective needs of their patrons but without tying them down as they would be in a collective buying ass'n. Rather than be misled by the dreamers the farmers should be guided by men as wise as Dean Davenport of the University of Illinois, who says: "Any agricultural organization which assumes the buying of ordinary commodities to be its chief function will speedily spend itself and die from wasted energy."

The Cost of Handling Wheat.

The cost of handling wheat through country elevators from wagons to the hoppers of terminal market scales is being studied assiduously by many elevator operators, who never believed it possible to find so many items of actual expense entered into the cost of marketing wheat. If the retroactive 8 cent gross profit order of the Grain Corporation did prove an expensive charge for the wheat handlers of Illinois, it will at least awaken them to a clearer understanding of their own business and of the actual expenses incurred by them in handling wheat.

The cost chart presented to the Iowa dealers at the recent Sioux City Meeting and published elsewhere in this number shows conclusively that every wheat handler who attempted to market wheat on a gross profit of 8c, would realize no profit from his labor and investment. Last year's crop of wheat was of unusual quality and most of it was marketed in much better condition than usual, so the elevator operators cannot expect to handle the present crop with so little shrinkage and loss from dockage as they did the last crop.

The trade needs a thorough investigation of the varying conditions surrounding different country elevators, that a careful analysis may be made of the expenses of marketing wheat under all the conditions common to the elevator operators of the wheat surplus states. Until this is done, even the operators themselves will be in the dark as to the true cost of marketing wheat.

Railroad Claim Rejections.

So many claims are being rejected for one petty excuse or another, that many shippers are entrusting the collection of all their claims to the Association Claim Agent, and thereby bringing the influence of numbers to bear in support of each claim. Too many claims are held up and sometimes rejected without just cause. The flimsy subterfuges advanced by the Claim Agents are frequently without any foundation, but the claimant being unaware of this fact, accepts their unsupported statements as true and throws the papers in the waste basket. If the claims of all the shippers of a State were handled through one agency, that agency would soon become so well fortified with a knowledge of the rights of claimants and so well posted as to the illegal practices of the Railroad Claim Agents, that they would soon be able to collect a far greater percentage of the just claims than would be possible through individual effort.

Some of the wise Claim Agents are now ignoring the instructions of the Railroad Administration to supply standard form claim blanks to all claimants and contemptuously rejecting perfectly good claims because they are not filed on pink paper with deckled edges scented with French heliotrope. It does not matter in what form or shape claim is presented, so long as it is accompanied by the papers essential to its authentication. If a Railroad Company owes a shipper and he can present proofs justifying his claim, then, no Court will uphold the rejection of his claim on petty grounds. The many new excuses, rules, regulations and restrictions evolved by the Railroads for the rejection or delay in the payment of grain claims during recent years have been so unreasonable and so unfair, that wonder is the grain shippers have not undertaken to forward their grain to market by jitneys or balloons.

This abuse by the carriers has become so burdensome in some sections of the country that a few shippers have been amazed by having their year's business turned from their credit to the debit column by the unfair methods of the Railroads. That the shippers will tolerate much longer this unfairness and injustice does not seem possible.

THE COTTON States have been so successful in growing and in marketing grain during the recent years of high prices, that the grain trade of those states is looking up. The dealers of Chattanooga and vicinity are organizing an exchange in the hope of fostering and encouraging the grain trade of that section. It is a good move which all dealers of organized sections will be glad to encourage.

HOW much has the freight rates on grain to your most advantageous markets been advanced since the U. S. took over the operation of the railroads? Figure it out accurately and paste it up in your office. In order that consumers can pay the advance made necessary by the higher freight rates they must have higher prices for what they produce. Then nonconsumers of manufactured goods or transportation are the only ones to escape the extortion.

Concrete Elevators.

Concrete seems to be gaining rapidly in favor with country elevator owners, notwithstanding many failures of concrete grain handling plants. So many grain men are this season figuring on building concrete elevators that it is clearly evident they are not posted as to the difficulties likely to be encountered in erecting an elevator of concrete. Most of the monstrosities built for the grain trade are the result of employing inexperienced silo builders. The better the building, the greater the necessity for employing a high grade engineer to plan and supervise the construction of the plant.

Some concrete elevators have been erected by men ignorant of the work the houses were designed to facilitate, with the result that the plants have been usable only to about half the expected capacity. One plant built at Cedar Rapids some fifteen years ago is still standing, a monument to the folly of the sidewalk builder, who attempted to build it without either plans or specifications. Some of the silo builders have erected plants that began to crumble almost before the machinery was installed. Dealers who contemplate building of concrete cannot afford to overlook the fact that with such a venture they are in greater need than ever for engineering skill and ability.

Price Fixing No Panacea.

The plight in which the newly created Industrial Board of Sec'y Redfield finds itself as the result of the refusal of the coal operators and the railroad administration to be bound thereby is just what might have been expected.

Price fixing is so contrary to correct economic principles and is so unjust to those who suffer loss thereby that the Industrial Board's program must fall to the ground in a heap when deprived of the impulse to self-sacrifice in the campaign to win the war.

On the theory that the war is over buyers are more determined than ever to buy as cheap as possible, despite unlawful attempts by government officials to fix prices. This fixing of prices in time of peace is seen by the buyers as an attempt to make profits for the sellers at the expense of the buyers, and is resented. To the buyer it looks like a gouging of the consumer made possible only by an unlawful combination of the sellers.

Having raised freight rates all the shippers can stand and paid the proceeds over to the trainmen in increased wages and shorter hours the railroad administration is in no position to contribute to the profits of the steel manufacturers. Hines wants rails \$2 a ton under the fixed price.

The coal operators left the price fixing conference in disgust when they learned that the fixed price was to be effective only as against the private consumer, while the railroad administration, using 30 per cent of the output of bituminous coal, was to be free to bargain under the old competitive system for the lowest prices.

In a purchase and sale some one gets the cream and the other is forced to take the skim milk. This task of determining who shall be favored with cream and who must do

with skim milk is far too delicate to be assumed by anyone who is not protected by bomb-proof armor against the assaults of those forced to accept the skim milk, and should be left to that old reliable autocrat, the law of supply and demand.

Anti-future Legislation.

Minnesota's blind and thick-headed lawmakers are still discussing and voting on bills to forbid trading in commodities for future delivery. While any infractions of the citizen's constitutional right to contract for actual commodities for delivery at any time he desires has always been looked upon with doubt and suspicion by intelligent citizens, the narrow bucolics find it impossible to check their selfish desire to restrict the rights of the other fellow.

The events of the war have proved to the complete satisfaction of all sane observers that trading in commodities for future delivery effects a real economy in the marketing of those commodities as well as makes for greater efficiency of marketing agencies. Recognizing the many advantages of future trading to all concerned, the Food Administration asked that the exchanges establish market places for trading in rye and barley for future trading.

The legislatures of most of our grain surplus states have long since discontinued the annual discussion of anti-future bills, but in Minnesota they persist in seriously considering such legislation utterly oblivious of the fact that success would badly cripple their splendid home market for grain.

While the anti-future bill pending in the Minnesota legislature has been defeated by a decisive vote, still its misguided advocates stubbornly grope about in the dark seeking some new way of abridging the rights of the grain dealer. A clear conception of their own interests would drive them to the enthusiastic advocacy of laws which would help to build broader and stronger markets in the grain marketing centers of the state.

Interest on Overcharge Claims.

The Department of Public Service and Accounting of the United States Railroad Administration, in a circular No. 41, issued a few months ago, gives detailed instructions how and when and from what time shippers who make claims for overcharges shall be allowed interest.

Long before the attorneys of the R. R. Administration promulgated this regulation the matter of interest had been settled by the Hepburn Act, the Interstate Commerce Commission and the courts in favor of the shipper; but the attorneys of the railroads never know anything that will transfer coin of the realm from the coffers of the carriers to the pockets of the shipper.

Now comes the Supreme Court of the United States, the authority of which presumably will be recognized by most of the claim agents, with a decision given Mar. 3, 1919, in the case of Arkadelphia Milling Co. v. St. Louis Southwestern Ry. Co., holding that "The contention that there was error in allowing interest upon the amount of the overcharges is unsubstantial. The damage was complete when the overcharges were made and

as they were wrongfully made and without consent of the shippers, interest ran from that date on general principles."

So now the director of P. S. and A. who ordered that interest shall not be computed for fractions of a month, etc., etc., can throw his whole document into the waste basket. The shipper who fails to demand and collect interest on his overcharge claims dating way back to the time the freight was paid is sleeping on his rights as finally decided by the highest court in the land.

The Suit on 8-Cent Margin Refund.

What promised to be a test case of great interest to grain dealers in Illinois was spoiled when plaintiff asked the court to dismiss his suit to enjoin the Food Administration from canceling his license for refusal to make refund, as fully reported elsewhere in this number of the Journal.

An impartial decision by a court on the right of the Food Administration to require grain dealers to buy grain at a loss would have been welcomed by many dealers in Illinois, who might be enabled to recover refunds made under duress and to plan whether to continue or abandon wheat buying on the coming crop. The 8-cent order fails to take into consideration the vast difference in the cost of doing business on a small scale as against a large scale, altho the large dealer and the small dealer both perform the same service, that is, move the grain from the farmer's wagon to the city terminal.

The 8-cent margin order is on a par with an order by the government that the correct charge for carrying a passenger from his hotel to the railroad station must be 8 cents and no more, regardless of whether he rode by street car or taxicab. It goes without saying that the taxi driver would starve to death. The 8-cent order is equally unjust to a dealer handling wheat in a small way.

The 8-cent order contradicts Rule 15 of the president's proclamation for grain elevators, which allows a margin of *profit*; and also contradicts the note under Rule 7 of the Food Administration special license regulations No. III for elevators, which allows a *profit* of 3 or 2 per cent on the gross sales, and specifically states that "No maximum margin on individual sales is prescribed."

While there seems to be no penalty attached to failure to make refunds, there is a heavy penalty on doing business without a license; and a dealer needs a license to handle corn, oats and other grains than wheat, so that until the legality of the 8-cent order has been cleared up the dealer doing a substantial business in coarse grains and little in wheat should consider whether it will pay him better to handle wheat at a loss or to avoid all entanglements by not handling wheat.

Now that the war has ended, as decided by Judge Evans at Louisville Apr. 3, and the restrictions have been removed from the meat industry it would be quite in order for some restrictions to be removed from the wheat trade, and the 8-cent margin order could well be eliminated, as the profits of grain buyers are sufficiently limited by the two authorized rules of the president and the Food Administration.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

How High to Elevate for Distribution?

Grain Dealers Journal: How high should the second story of our building be in order to distribute to all parts? We will build a concrete basement 10x40 ft., and the building will be 40x70 ft. Our sheller takes 6 horsepower, and will our 15-h.p. motor be sufficient to elevate to second floor? We intend to mix different feeds on the second floor.—Cohen Bros., Central City, Ky.

Ans.: The engine can be made to elevate to desired height by using small buckets on the elevator belt and building the head house high enough so that all kinds of grain will flow thru spouting into the new bins. The height depends upon the distance of the bin farthest from the leg.

One of the architects or engineers whose cards are given in the advertising columns of the Journal, by considering the requirements of the plant and the means to do with, could easily furnish a design that would give the maximum results at the minimum investment and least cost of operation, in the long run saving many times the cost of his services.

Explanation of Hedging.

Grain Dealers Journal: Will the Journal please explain hedging and the means that a manager in charge might use to protect his company?—J. W. Brenner, Doyon, N. D.

Ans.: Hedging is a balancing of purchases and sales so that there is no loss or profit by fluctuations in the market. The manager having much grain on hand could sell the grain for May or other future delivery, or to arrive, and hold the grain in the house until it was possible to ship. When the grain arrives at the terminal market it is delivered on the to-arrive sale or the hedge bot in.

Also, if the farmers haul in twice as much grain as the house will hold, but do not sell, the manager can ship out the grain and buy a future delivery on the Board of Trade. If the market advances and the farmers come in to settle the manager can sell out the grain bot on the Board at a profit and give the profit to the farmer. Without the hedge the manager might face a big loss when it came time to settle.

A good commission merchant can give advice as to which future to hedge in to advantage. It is important that the hedge be taken off simultaneously with the sale of the cash grain, otherwise the manager would be speculating.

Lowest Rate Authority?

Grain Dealers Journal: In March and April, 1918, we had a rate to Nashville, Tenn., one way, of 18 cents; another way, 19 cents. I think the 19-cent rate was via Evansville, Ind., and if properly routed via Louisville, Ky., was 18 cents, but I do not know by which route we were given the 18-cent rate.

I shipped several thousand bushels of oats at that time, putting no rate or routing on the B/L, but instructed our agent I wanted them billed any route taking 18 cents. I was charged 18 cents on part, and 19 cents on others. I filed claim on the portion on which the 19-cent charge was made for 1c a hundred. The claim agent came back at me, asking my authority for claiming the rate was 18 cents. I sent him one paid freight bill on which the rate was given as 18 cents. He kept that and again asked me what authority I had for an 18-cent rate. I do not know what route it was, but I do know I had that rate one way. Can the Journal state what the correct rate should be?—J. S. Cameron, Elliott, Ill.

Ans.: L. E. Oliphant, Ass't Gen. Freight Agt. of the Lake Erie & Western R. R., at Indianapolis, in response to an inquiry as to the best rate between Elliott, Ill., and Nashville, Tenn., during the months mentioned via the L. E. & W., Louisville, L. & N. beyond, writes: "The best rate I am able to check is 18c per hundred

weight, based 10c to Louisville per L. E. & W. tariff 501-D, I. C. C. 2639 and the proportional rate of 8c on grain originating in Illinois billed Jeffersonville or Louisville and re-shipped to Nashville, Tenn., as carried in M. P. Washburn's Tariff 1-A, I. C. C. 214."

Cut-Throat Lease of Right of Way?

Grain Dealers Journal: We are enclosing form of agreement sent us by the Wabash R. R. for us to sign. [Reprinted herewith.]

This agreement covers the land our mill and elevator stands on, which of course is railway property.

It seems to us that they are very narrow in their views of other people's rights, as they tie us down in every manner and as far as we can learn we have no chance for legal action in any manner in case we should have a fire, accident or other trouble.

Are all leases of this nature drawn up in such manner or can a person demand anything different from the railways?

We do not want to sign this agreement unless we have to, as we feel we should have something to say regarding these liabilities and want some advice regarding this matter.

Anything the Journal can offer us will be greatly appreciated.

It seems the Inter-State Commerce Commission should have some rulings in this matter.—Wakarusa Milling Co., Wakarusa, Ind.

THIS AGREEMENT, Made and entered into this 7th day of June, A. D. 1919, by and between WABASH RAILWAY COMPANY, party of the first part, and The Wakarusa Milling Company of Wakarusa in the County of Elkhart and State of Indiana, party of the second part,

WITNESSETH, That the said party of the first part, for and in consideration of the covenants, agreements and undertakings of the party of the second part, hereinafter contained, and the sum of Ten (\$10.00) Dollars per annum in advance to be paid the party of the first part, hereby grants unto said party of the second part, subject to the conditions herein contained, the right to occupy and use for the purpose of maintaining an elevator and flouring mill on the following described premises at Wakarusa in the County of Elkhart and State of Indiana,

Leased ground contains an area of 6,000 square feet, or 0.137 acres, more or less.

For the full term of Five (5) years from the date of this lease, unless sooner terminated as hereinafter provided.

And the party of the second part for himself, his heirs, incoming partners and sublessees, with or without notice of the terms of this lease, and each of them undertakes, covenants and agrees with the party of the first part as follows:

First: To pay all special taxes and assessments which may be assessed against said leased premises, and buildings and structures of the party of the second part thereon.

Second: To conduct the business of handling, storing and forwarding grain, flour or other property in accordance with such rules and regulations as the party of the first part may from time to time prescribe in relation to such business at its stations generally.

Third: To assume all risks of loss, injury or damage of any kind or nature whatsoever to any building or other structure or appurtenance thereto, belonging to said second party, his heirs, incoming partners, sublessees or others, which may be now or hereafter placed upon said leased premises, or on land adjoining or adjacent thereto, and which are at the time connected with or used in connection with any building or structure upon said leased premises, and all risks of loss, injury or damage of any kind or nature whatsoever, to the contents of any such buildings or structures, or to any goods, merchandise, chattels or any other property now or that may hereafter be upon said leased premises, or land adjacent thereto, as aforesaid, whether belonging to said second party or to others, and whether such loss, injury or damage results from fire or other agency, and whether the same be caused by the negligence of the party of the first part, or any of its employees, agents, or servants, or otherwise; and to save and keep harmless the party of the first part from all claims and suits growing out of any such loss, injury or damage.

Fourth: To assume all risks of injury to or death of himself and any person or persons in his employ, or any person who may be upon said leased premises at the instance, license or invitation of said second party or his employees, whether such injury or death be caused by the negligence of the party of the first part, its employees, agents or servants, or otherwise; and to pay, satisfy and discharge all legal liabilities arising or growing out of any such injury or death; and to save and keep harmless the party of the first part from all claims and liabilities growing out of any such injury or death.

Fifth: Not to create or permit to be created or to exist upon said leased premises any nuisance, public or private, during the continuance of this lease, and to save and keep harmless the party of the first part from any suit or claim growing out of any such nuisance thereon.

Sixth: Not to erect or maintain, or suffer to be erected or maintained, on said leased premises, any building, structure or obstruction, so near the main, side or switch tracks of the party of the first part as to endanger the safety of its employees, agents or servants, or increase the hazard of their employment, or inconvenience them in the discharge of their duties, and not permit said premises to become or remain dangerous in any respect to said employees, agents or servants, or to other persons; and to save and keep harmless the party of the first part from all claims growing out of any default herein.

Seventh: To waive all right to question the validity of this lease, or any of the terms or provisions hereof, or the right or power of the party of the first part to execute and enforce the same; and to waive all right to claim damages in the event the party of the second part be ejected from, or required to surrender possession of, the demised premises by reason of the failure of title of the party of the first part or for other cause.

Eighth: Not to sublet said premises, in whole or in part, nor to assign or transfer this lease, in whole or in part, without the consent in writing of the Chief Engineer of the party of the first part, endorsed, hereon, and then only subject to all the conditions, covenants, limitations and restrictions thereof.

Ninth: Not to use, or permit said leased premises to be used, for any purpose other than that embraced in the terms of this agreement.

Tenth: It is further mutually agreed between the parties hereto, that in case said buildings, structures, or works, shall at any time during the continuance of said lease be destroyed in whole or in part by fire, or otherwise, this lease shall not by reason thereof, determine, but the second party shall have thirty days thereafter in which to rebuild the same; but in case said property so destroyed shall not be rebuilt in all respects equal to that destroyed, and within the time aforesaid, this lease may be determined at the option of the party of the first part.

Eleventh: It is further mutually agreed between the parties hereto that the party of the first part shall have the right to determine this lease at any time, and in such event the party of the second part shall within thirty days after notice of such determination, remove said buildings, structures, works and all other property of second party, and all wreckage and debris from said premises and surrender possession thereof to the party of the first part in the same condition as when received.

The party of the first part agrees to recognize the buildings and structures placed upon said leased premises by said second party, as the property of the party of the second part, and to permit said second party to remove the same at any time during the continuance of this lease, and at the expiration of this lease the party of the second part shall within thirty days remove the said buildings, structures and property, and all wreckage and debris from the premises, such to be at the expense of the party of the second part; and until such removal, the provisions of this lease, and especially all the agreements and undertakings on the part of the said second party shall remain in full force and virtue.

If the second party shall fail or refuse to remove said buildings, structures, works or property and all wreckage and debris from said premises, as and within the time herein required, then the first party may make said removals at the expense of the second party.

Twelfth: It is further mutually agreed that the party of the first part may at any time enter upon said leased premises to construct, extend or repair any side or switch track, or to perform any duty required of it by any law of the State, or to make any use of said premises not inconsistent with the use herein granted to the party of the second part.

Thirteenth: It is further distinctly understood and agreed between the parties hereto, that in case the said second party shall make default in any of the covenants, agreements or undertakings herein contained, on his part to be kept and performed, or shall violate any of the provisions or conditions hereof, it shall in such case be right and legal for the party of the first part, at its election, to declare this lease at an end, and into and upon said leased premises, with the buildings and other structures thereon and appurtenances thereto to enter with or without process of law; and said second party and all persons occupying said premises or any part thereof, to expel, remove and put out, using such force as may be necessary for that purpose, and to occupy and possess said premises with the buildings and other structures and the appurtenances thereon till the same can be removed, or the conditions in this lease shall have been complied with by said second party. But no action or proceeding under this paragraph by the party of the first

part shall in any manner release or discharge the covenants, agreements and undertakings of the party of the second part, or any of the obligations, risks or duties assumed herein by said second party.

Fourteenth: This lease and each and all the provisions contained shall be binding upon the parties hereto, incoming parties and sub-lessees of the party of the second part, and the successors and assigns of the parties hereto.

Fifteenth: The personal pronouns used herein as referring to the party of the second part shall be understood to so refer whether said party of the second part be a natural person, a co-partnership or a corporation.

Ans.: Instead of signing this lease the operator of the elevator and mill is advised to refuse to do so unless modified to do justice to both parties.

The operator of the elevator and mill is not a trespasser on railroad ground, but is there pursuant to some understanding arrived at in the past, and has a legal right to demand a continuance of that arrangement, whatever it was. If the railroad company desires a new arrangement more favorable to itself it should give some consideration therefor.

If there were no grain elevator at the station the grain hauled in from farms would be loaded direct from wagon to cars standing on track and delayed many days to complete loading of each car. It may well be that one of the considerations that led the railroad company to grant the site was the prompt loading of cars, as the elevator forms a reservoir of the grain from surrounding farms so that a car can be loaded and released within an hour from the time it is set for loading. This saving to the railroad company in car delay greatly exceeds the rental value of the site in most country villages.

The grain elevator operator who signs this judgment-note style of lease is giving away his present favorable position in exchange for something absolutely worthless. Nearly every paragraph of the document contains an unfair imposition or denial of liability. For example, paragraph 11 gives the railroad company the right to end the lease after 30 days' notice and require the elevator owner to remove his buildings.

A RESTRAINING ORDER has been asked by the Mississippi Railroad Commission against the Postal and Western Union Companies and Postmaster General Burleson to prevent the enforcing of the 20% increase in telegraph tolls recently ordered.

MORE FIRST-CLASS mail failed to reach us the first three months of 1919 than any other year of this century. What is your experience? When you pay 5 cents for an envelope, 4 cents for a sheet of paper, 3 cents for a stamp and spend a dollar's worth of time writing a letter, you feel sore if the letter fails to reach addressee.

BIDS on approximately 115 miles of federal aid highways in Northern and Eastern Illinois have been asked by the Department of Public Works. The program of federal aid construction contemplates the building of 700 miles of highways in addition to what will be built under the \$60,000,000 bond project and the building by counties with state aid under the provisions of the Tice Act. Within a very short time, bids on long stretches of county and state aid highways will be asked for.

Tax on Brokers.

Under the new ruling by the Internal Revenue Department, a broker is a person whose business it is to negotiate purchases or sales of stocks, bonds, exchange, bullion, coined money, bank notes, promissory notes, other securities, produce or merchandise for others.

In the case of a firm of brokers, the special tax should be taken out in the name of the firm. It is not necessary for each one of the partners to pay the special tax, if they transact business as a partnership. If they do business as individuals, then each individual should pay the required special tax. This portion of the law is made retroactive to Jan. 1, 1919, and all brokers who were in business on that date must pay special tax or if they have paid special tax under the old rate of \$30, they will be required to pay the proportionate increase.

TWO CARLOADS of Argentine corn were reported bot March 27 at 5c over Chicago July c. i. f. New York and Galveston, one cargo going to each point.

Tentative Program for Illinois Convention.

Preparations are now being made for the program of the annual convention of the Illinois Grain Dealers Ass'n, to be held at Peoria, May 6 and 7. Altho several details remain to be worked out, Sec'y W. C. Culbertson, of Delavan, reports that considerable progress has been made, and that every effort is being made to have this the banner convention of the Ass'n's history.

The tentative program, which is given below, is substantially as it will appear in the final draft, altho some alterations and additions will be made.

An effort is being made to have Julius Barnes, pres. of the Food Administration Grain Corporation, address the convention, but Mr. Barnes has reserved a definite acceptance of the invitation to a later date.

Tentative Program.

9:00 a. m., Tuesday, May 6.

Call to order.
Invocation.
Song—Peoria Board of Trade Glee Club.
Address of Welcome.
Response for Ass'n, and President's Annual Address—J. H. McCune, Ipava.
Secretary's Annual Report—W. E. Culbertson, Delavan.
Treasurer's Annual Report—William Murray, Champaign.
Finance Com'te's Report—Harry Allen, Chairman, Broadlands.
Address—"Legal Matters in Connection With the Grain Business"—Wm. R. Bach, Attorney for the Ass'n.
Discussions and Questions.
New Business.

1:30 p. m.

Address—Hon. W. J. Graham, Member of Congress.
Report of Arbitration Com'te—H. A. Hillmer, Freeport.
Report of Executive Com'te—E. M. Wayne, Delavan.
Report of Claims Com'te—C. Chase Savage, Virginia.
Report of Scales Com'te—M. C. Hobart, Moline.
Report of Traffic Com'te—Harry A. Rumsey, Chicago.
Report of Legislative Com'te—G. P. Harris, Auburn.
Report of Membership Com'te—B. L. Christy, Viola.
Report of Crop Reporting Com'te—H. I. Baldwin, Decatur.
Address—"The Grain Dealer's Relation to Grain Dealers Ass'ns"—P. E. Goodrich, Winchester, Ind., Pres. Grain Dealers National Ass'n.
New Business.
9:00 a. m., Wednesday, May 7.
Address—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n, Topeka, Kans.
Round Table Discussion—"The Handling of the 1919 Wheat Crop"—Lee G. Metcalf, Illinois, presiding.
Report of the Resolutions Com'te.
Report of the Nominating Com'te.
Election of Officers.
New Business.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Fort Dodge, Des Moines & Southern, car No. 5,170, passed thru here April 2, leaking oats from under a tin patch at the corner of the car.—I. G. Smock, Wilkin Grain Co., Bussey, Ia.

M. K. & T. No. 94,311 came in here March 28, leaking barley at draw bar. Train crew set it out here and the car repairer came and fixed the leak with waste and burlap.—J. E. Morris, Dozler & Morris, Primghar, Ia.

P. & R. No. 14179, passed thru New Douglas, Ill., Mar. 31, leaking oats at draw bar. The car was set out and the leak stopped with old burlap. It was on the Clover Leaf Railroad.—Prange Milling Co.

C. B. & Q. No. 104651, filled with oats was set out here March 28, and was not sealed. I reported it to the agent here and he said since he had not billed the car, he would not seal it. It came in on the Washington Branch of the C. B. & Q. and he said it was from Washington, Ia.—W. A. Holland, mgr. Wyman Supply Co., Wyman, Ia.

Southern, 12,624, passed thru Carroll, Neb., which is on the Bloomfield Branch of the C., St. P., M. & O., leaking corn. The stations between Carroll and the end of the line are Sholes, Randolph, Magnet, Wausa and Bloomfield so the car in question must have been loaded at one of these places.—F. A. Wallin.

Resist Revocation of License.

Suit has been filed by the Topeka Flour Mills Co. of Topeka, Kan., in the United States District Court at Kansas City against the Food Administration, Herbert C. Hoover, Alfred Brandeis, of the Enforcement Division, the Grain Corporation and D. F. Piazzek, Kansas City zone agent, to restrain the revocation of the company's license.

The milling company alleges there is no legal provision for the collection of excess profits; that losses incurred in observing Food Administration rules should be recognized as an offset. It also holds that the present license can not be revoked because of an alleged violation of the regulations under the first license. A temporary restraining order returnable April 14 was granted by the court.

Coming Conventions.

May 6, 7.—Illinois Grain Dealers Ass'n at Peoria, Ill.

May 19, 23.—Community Millers Ass'n at Louisville, Ky.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 27, 28.—Kansas Grain Dealers Ass'n at Hutchinson, Kan.

June 25, 27.—Tri-State Country Grain Shippers Ass'n at Minneapolis, Minn.

July 8.—Pacific Northwest Grain Dealers Ass'n at Portland, Ore.

July 15.—Michigan Hay & Grain Ass'n at Detroit, Mich.

July 16, 18.—National Hay Ass'n at Detroit, Mich.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.



Harry M. Stratton, new Pres. Milwaukee Chamber of Commerce.

OPPOSITION to an increase in the membership of the Federal Trade Commission at this time and to any project to enlarge its powers has been the attitude taken by the Philadelphia Bourse.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Refused to Accept Corn After Slump in Market.

Grain Dealers Journal: We were just recently awarded judgment of \$197.15 against the Lynchburg Milling Co., of Lynchburg, Va. We entered suit for the failure of the defendant to comply with its part of contract for shipment of shelled corn made to it in September, 1917.

We had made an offer of corn which the company accepted and before the arrival of the corn at Lynchburg, Va., the market underwent a severe slump in price. The defendant refused to accept the shipment, therefore we were compelled to sell shipment on the open market, causing us a heavy loss. Later a suit was filed in the civil court at Lynchburg, Va., against defendant. Just recently the case was tried before a jury, and we got judgment. —Cottrell Bros., Terre Haute, Ind.

Protecting the Plant Against Fire.

Grain Dealers Journal: It was my good fortune recently to be permitted to examine a portion of the plans and to read a part of the specifications drawn up for the construction of a 75,000-bu. cribbed elevator at a point in Eastern Nebraska.

An unusual feature of these plans lay in the fact that they showed the location of fire barrels, while the specifications imposed upon the contractor the duty of providing barrels filled with salt water, with two round bottom buckets at each barrel, and also fire extinguishers, at each place called for by the plans.

So far as I know this is a thing which has not heretofore been done in designing a country elevator, altho it would seem to be quite desirable. It is a thing, in fact, which every elevator owner should demand of his engineer when the plans and specifications are being prepared.

In the light of present knowledge, however, it does not seem wholly wise to require the installation of wood barrels filled with salt water in the elevator. It would be much better to substitute metal barrels filled with a solution of calcium chloride, because this has so many advantages over salt water.—CAL.

One Result of Grade Technicalities.

Grain Dealers Journal: The other day a dealer in one of the principal terminal markets outlined to me a condition which he said exists at present, and which shows something of what may happen when technicalities and laboratory methods are made to take the place of real grain judgment in grading.

It appears that 1917 corn, which at one time carried a high moisture content, has "burned out" so that now it is very dry, but carries a high percentage of damaged kernels. Shipments of 1917 corn are said to be arriving in central markets at the present time with 12% moisture and 11% damaged grain, and grading No. 5 on account of the damage.

On the other hand, 1918 corn has a high percentage of moisture, but in many cases is practically free from damaged kernels, some shipments showing 21% moisture and only 1% damage, and, of course, grading No. 5 on account of the moisture.

Elevator operators are taking both of these classes of corn, and mixing them, the result

being something like the figures shown in the following table:

	Moisture	Damage	Grade
Car 1917 corn.....	12%	11%	5
Car 1918 corn.....	21%	1%	5
	33	12	
Mixture averages....	16.5%	6%	3

In other words, two cars of No. 3 corn are being made from two cars of No. 5 corn, with no treatment or handling other than mixing in equal parts.

And, so long as the mixture complies with the rules for grading under the federal standards it is No. 3 corn and a purchaser has no grounds for complaint, even tho it is not as good for feeding purposes as he would expect No. 3 corn to be.

The result, I am told, is that dealers in interior consuming points are refusing to have anything to do with corn that has even been within switching distance of a transfer elevator, preferring to take his chances on slower service and uncertified weights obtained at country points.—Traveler.

Cost of Handling in Indiana.

Grain Dealers Journal: We have carefully compiled the cost of handling grain in a group of 73 Indiana elevators, as taken from the books of each concern, but omitting the terminal charges, and items of expense incident to ownership of the grain such as misgrading, losses in market fluctuations and failure to get cars when needed, which are not so determined that any statement concerning same would be free from conjecture, so that this statement is as accurate as it is possible to secure.

To arrive at the margin there should be added an amount for the hazard of ownership, the terminal expenses and the allowance for profit on the turn-over. The statement follows.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

COST OF HANDLING GRAIN IN YEAR 1918 IN 73 INDIANA ELEVATORS.

1. Present replacement value of elevators, less depreciation.....	\$846,122.00
(Average \$11,591).	
2. Cash capital, average required in handling grain	680,611.00
(Average \$9,323).	
3. Bushels of grain handled:	
Wheat	3,071,129 bu.
Oats	3,324,100 bu.
Corn	954,285 bu.
Rye	75,353 bu.
Total	7,424,867 bu.

Expenses Itemized.

4. Labor, including managers' salaries (average \$2,821).....	\$205,940.20
5. Fuel, oil, waste, etc.....	21,600.84
6. Insurance on plant and grain.....	23,565.69
7. Taxes: State, county and municipal	29,567.73
8. Incidentals: Office rents, leases, etc.....	7,270.49
9. Interest on investment in elevator value at 6%.....	58,163.89
10. Interest average capital required handling grain, at 6%....	67,443.36
11. Depreciation in plant and equipment at 5%.....	35,374.35
12. Upkeep of plant, repairs, etc. (actual and estimated).....	22,331.91
13. Miscellaneous expense, not otherwise stated	17,436.03
14. Total expense in handling all grain less shortage.....	\$488,754.49
15. Total shortage % shrinkage, wagon to destination:	
Wheat .....17,092 bu. \$37,135.14—	
cents per bu. \$1.21 plus.....	
Oats .....25,266 bu. 16,310.74—	
cents per bu. \$0.49 plus.....	
Corn .....7,429 bu. 10,610.73—	
cents per bu. \$1.11.....	
Total ....49,787	\$64,056.61
	64,056.61

16. Total expense, including shortage \$552,811.10
 17. Total expense per bu. less shortage....6.03c
 18. Expense per bu. including shortage....7.24c
 19. Terminal expense per bu. (estimated).
 The above statement covers the exact net loss on account of shrinkage including 6,376 bu. re-cleaned, valued at \$13,390, and 1,495 bu. collected account of claims—\$3,139, and \$1,062 ac-

count of increased value by raising grades of wheat, resulting from cleaning.

The proportion of expense incurred in handling side lines with the labor and capital employed in the grain business was deducted before the amount of Item 4 was extended. The expense of handling wheat can properly be estimated at considerable more than average expenses for all kinds of grain combined.

Get Refund Money Back.

Grain Dealers Journal: It is very gratifying to me to learn that Judge Landis granted an injunction against the Food Administration in favor of the Williams Bros., of Colmar, Ill.

If the injunction is made permanent, we who have been bull-dozed and bluffed into making this rebate to the farmers should take immediate action to see that we get our money back.

Besides that, we ought to have an indemnity large enough to repay us for all the damage done our business by such socialistic measures as were perpetrated on the grain trade. Let the rest of us finish up what should have been done long ago.—Illinois Dealer.

License Revoked for Unreasonable Wheat Profits.

Revocation of the license of T. F. Money & Co. of Newton, Ill., was ordered March 25, the reason being that the firm kept unreasonable profits in buying wheat from farmers; that they did not file reports and that they did not appear when summoned for a hearing.

The company does a wholesale, jobbing and retail business in wheat, wheat flour, rye, oats and corn and retails cottonseed meal. The main office is at Newton, but there are branches at Gale, West Liberty, Falmouth, Boos and Lis, Ill.

Increase in Telephone Rates Blocked.

An increase of 20% in all domestic telegraph rates was put into effect by order of Postmaster General Burleson, April 1. This applies to commercial and government leased wires as well as to general messages. The advance is excused on the ground of wage increases. Day and night letters are computed as under the old rate, but charged for according to the new. Night messages will be charged for at an increase of 20% over the old rates.

Commercial and government leased wires pay the increased rate whether the wires are furnished by a telegraph or telephone system under government control.

The increase will result in a loss of \$16,000,000 a year to telegraph users, according to Clarence Mackay, president of the Postal Telegraph-Cable Co., the telegraph business of the country being approximately \$80,000,000 a year. He declared his company would restore the old rates at once, if Mr. Burleson would relinquish control of the Postal lines.

Illinois won its first fight, April 9, to retain control of public utilities, when the Superior Court made permanent the temporary injunction against the proposed increase on long distance toll charges on the ground that the state was exercising its "lawful police regulations" in suspending the new rates thru action of the Public Utilities Commission. The state, it was announced following the ruling of the court, will proceed immediately to prosecute its case against the increase in telegraph charges in the state and will insist on its "rights" in regard to increase in railroad fares and other increases proposed by the utilities corporation on intrastate business.

JULIUS H. BARNES, pres. of the grain corporation, has been requested by President Wilson, acting on the recommendation of Herbert Hoover, to head an organization for handling the 1919 wheat crop under the congressional guaranties.

Food Administration Enjoined from Canceling License.

Judge Landis in the U. S. District Court at Chicago Mar. 25 temporarily enjoined the U. S. Food Administration from canceling the license of W. C. and Perry Williams, grain dealers at Colmar, Ill., as the Washington authorities had threatened to do on account of the firm's decision not to refund \$1,350 to farmers on wheat purchased at \$2 per bushel. Homer J. Smith, attorney, of Chicago, represented plaintiffs in the conferences at Washington and before Howard Jackson, agent of the Food Administration and before the court. Mr. Smith had carefully studied the law governing the food administration, the Food Control Act and the regulations issued from time to time, and could find no authority whereby any agent of the food administration or Hoover, himself, could compel a grain dealer to do business at a loss, or at a margin allowing no profit, or to refund on business transacted before the alleged order was promulgated. Mr. Smith could find no provision in the law under which the Food Administration could compel a grain dealer to make refunds under the 8-cent margin order of the Chicago and St. Louis offices of the Food Administration.

Further, Mr. Smith believes that if the question could be put squarely before an impartial court on its merits the court would not permit the Food Administration to cancel the license of a dealer for failure to make the refund, in cases where the 8-cent margin rule does not allow a fair profit, and the petition to Judge Landis was to test this point; but when the Food Administration attorneys admitted that there was nothing in the law compelling Mr. Williams to make the refund it was decided by Mr. Smith and Mr. Williams that he would be money ahead to drop the suit. Accordingly when the time arrived for the food administration to appear before the court and show cause why the injunction should not be made permanent, Mar. 31, Attorney Smith, who had conferred in the preceding day with John T. Richards, Chicago, counsel for the division of enforcement of the U. S. Food Administration, asked that the suit be dismissed. Mr. Richards was in court at the time, and this dismissal had been amicably arranged. To clear the records Mr. Williams had made an oral request to the Food Administration that his license be canceled, as he can not afford to continue to handle wheat at a loss.

Mr. Richards, who is one of the government's dollar a year men, paying his own expenses at that, stated that the dismissal left the entire matter just as it was before. Mr. Smith petitioned the court for the injunction; it was just as if the suit had not been brought. Mr. Richards believes service should have been had on Mr. Hoover's acting representative at Washington in order to confer jurisdiction on the court. Mr. Smith disagrees with this, holding that the federal courts have jurisdiction everywhere. Mr. Richards would not deny, however, that a dealer could get a hearing in a court on an order of the Food Administration alleged to be unjust.

Mr. Williams was not profiteering at the expense of the farmer. He was simply trying to play safe in his wheat buying; and had a moral right to buy at the price he did. This was agreed upon at a meeting of dealers at Quincy, Ill., at which two representatives of the Food Administration were present. Mr. Williams feels that if he was not to be permitted to buy wheat at \$2 he would not have had notice in advance, so that he would not be encouraged to start in a losing business.

Therefore Mr. Williams remains obdurate. He has not paid the refund, and does not propose to do so. It is understood that the Food Administration demanded that he make refund by a certain date under threat that

unless he did so an auditor would be sent to make the refunds at his expense. The auditor has not yet put in his appearance and the matter remains thus, with Mr. Williams sitting tight.

Apr. 7 the Food Administration put out a notice that Mr. Williams' license had been canceled; but Mr. Smith denies that the suit was dismissed because of any defenses the Food Administration intended to make as alleged in the notice. It was dismissed because the Food Administration could not compel the refund.

The Food Administration has since threatened to post a notice on Mr. Williams' elevator, something like this:

"This elevator closed by Food Administration for taking excessive profits from farmers."

Mr. Smith regards this as bulldozing. As Mr. Williams did not take excessive profits he regards it as malicious libel, and is likely to bring suit for damages against anyone interfering with his peaceable use of his own property. Mr. Williams has a farm and feels he has a perfect right to use the elevator to store his crops.

Marketing Policy of Grain Corporation.

Reducing prices to the government buying level is the end to which the Food Administration Grain Corporation will direct all its energies, even tho there is at present no effective control of the maximum price of wheat or wheat flour, according to a statement made by Julius H. Barnes in New York, April 1. This level necessarily must be reached when the new enormous crops begin to move into the market within ninety days, said Mr. Barnes.

Referring to the fact that recent continuous advances in wheat prices paid in western markets apparently contradict statements from the industrial stabilization board at Washington that lower food prices could be expected in the near future, Mr. Barnes gave as a reason that current deliveries of wheat from the farms have been insufficient for milling needs. He said:

Although the Grain Corporation has resold from its accumulated holdings within the last two weeks practically 40,000,000 bushels of wheat the price has been only moderately held in check.

Fortunately, America has a surplus of rye, barley and oats, and in order to relieve the strain of foreign buying upon our markets, we have advised the neutral governments that America will be unable to furnish any more wheat or wheat flour to them.

Also, commencing next week, the Grain Corporation will buy, for shipments in relief to liberated countries in Europe, rye flour, corn flour and barley flour, and will thereby reduce its current purchases of wheat flour.

Should all these factors fail to control the price of flour in the United States at a reasonable level then we shall relax import restrictions and allow wheat and wheat flour to enter the United States from Canada, Argentina and Australia.

In many foods there has been a sharp fall in price since the armistice. Indeed, in some foods this fall has been so severe as to jeopardize the preparation for next year's supply in those articles, and it is to be hoped our people will, along with the fall in butter and eggs and milk and cheese, take advantage of the sharp decline in beans and peas, canned fish, canned vegetables, and in cereal flours other than wheat flours, such as rye flour, rice flour, corn products, and oats products.

SHIPMENTS of wheat and flour combined from Australia and New Zealand to England, from Jan. 1, 1919, to Mar. 6, amounted to 1,702,500 quarters, compared with 1,061,000 quarters in the corresponding period last year.

Evasion of Side Track Question by R. R. Administration.

The dilatory tactics of the United States Railroad Administration is evidenced in Circular No. 112 issued by the National Industrial Traffic League which is an advance report of the Special Com'te on railway leases and sidetrack agreements of which A. W. McLaren is chairman.

The report sets forth that after the Cincinnati meeting, Mr. McLaren accompanied by his attorney called upon Mr. John Barton Payne, General Counsel United States Railroad Administration, at Washington and advised him of the effort that was being made toward securing a fair liability clause in sidetrack agreements; that as not much progress had been made, they had come to see him personally, to see if something could not be done. Mr. Payne disclaimed any personal knowledge of the subject, but said that there should be no difficulty, for if the matter were written up detailing in brief way what was desired, he would see that it was given attention. The letter was written and sent to Mr. Payne, Dec. 30. The League was advised of this action in Circular No. 102.

Shortly afterward, acknowledgment was made by Mr. R. Walton Moore, Mr. Payne's Assistant, advising that Mr. Payne was confined to his home by illness but that the subject would be given careful consideration. This letter was acknowledged by the Chairman of the Com'te who in addition soon afterward called upon Mr. Moore in Washington when he was told that the matter had been laid aside and that no action would be taken thereon. Mr. McLaren, thereupon, requested Mr. Moore to put this in writing so that he might inform the League. Mr. Moore then requested that Mr. McLaren state his desires upon paper, upon receipt of which, the information would be forthcoming. Both letters were written, Mr. Moore's letter under date of Jan. 31, stating that the matter had not been given any consideration and had been laid aside. As this advice was not in accordance with the supposed attitude of Mr. Payne, the Special Com'te decided to refer it again direct to Mr. Payne. To this no answer had been vouchsafed up to the time of publishing the report.

One of the largest insurance agencies in the west has advised Mr. McLaren that the liability imposed on industries by the side track agreement releasing the railroad company will require the payment of additional liability insurance premiums. Owners of grain elevators located on railroad right of way should make a vigorous fight against the unjust provisions of the leases the railroads are now asking them to sign.

WALKER D. HINES, director general of railroads, at Chicago, March 28, said: There is no question but that rates ought to be fixed. In the past one great difficulty has been that there has been no real contact between railroad management and the governing body. We will never meet that difficulty until we provide government representatives on the boards of directors, and also put the same men on the regulating bodies. These men will know the facts without having to wait for a lawsuit to be started so that they can get the evidence. One great difficulty in settling this problem is that the railroads of this country differ so greatly in their earning power. One road will make money at the fixed rate and another will lose. The same is true of wages, some roads can pay the established rate and some cannot. It is evidently necessary that the mileage of the country be merged under systems that will do away with this difficulty. This can be done, it seems to me, either by having about ten competitive companies, or by establishing regional organizations. I do not think it would be successful to turn the railroads directly back to the former 170 companies that owned them.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

COLORADO.

Haxtun, Colo., Apr. 1.—The wheat in this locality never looked better. Not much spring wheat will be sown.—H. E. Robbins, Farmers Grain & Trading Co.

ILLINOIS.

Mitchelville, Ill., Apr. 5.—Wheat seeding is completed in this section. Wheat acreage is large, corn and oats acreage is not so large.—Barrett Bros.

Chicago, Ill., Apr. 1.—At the end of March, the condition of winter wheat is reported at 95.8, the highest figure with two exceptions in 30 years. Advices are emphatic in showing only the most trifling winter-killing, a great many districts not showing a single acre to be abandoned. The smallest abandonment in 20 years was in 1915 when it was 2.7 per cent. It is likely to be even less this year, but assuming that it reaches that figure, the present condition may be taken as forecasting a crop probability of \$97,000,000 bus. Upon the basis of an average abandonment, the forecast would be for a possibility of 798,000,000 bus. and upon the basis of no abandonment, it would be for 921,000,000 bus. The largest winter wheat crop ever grown was 674,000,000 bus. in 1915. Moisture is abundant everywhere with no excess. Spring growth has begun, but there has been no unseasonable forcing weather. Plowing for corn and oats has been above normal.—The Snow-Bartlett Frazier crop Report.

Chicago, Ill., Apr. 2.—Because of the mildness of the winter weather, the estimated damage to wheat up to the present time is less than one per cent, the smallest percentage of damage of record. The guaranteed price will stimulate an increase in the spring wheat acreage and there is a strong probability of a total acreage of upwards of 74,000,000 acres, 15,000,000 in excess of last season. An average crop of winter and spring wheat would yield 1,275,000,000 bus. On the basis of the five-year average yield, the indication is for a crop of 930,000,000 bus. being 370,000,000 bus. more than was harvested last year on an acreage of 36,704,000. The present condition is 20 points above last April, 18 above a 5-year average and 16 above a ten-year average. Oats reserves on the government report were 100,000,000 over those reported to us. After making all allowances, the balance is above a five-year average and just equal to last year. In view of the acute condition in the corn supply, we adhere to the view that the oats markets is the cheapest in the country and that the demand upon this grain will be an increasing quantity. The decrease in the visible Mar. 29 was 22,882,000, compared with 18,000,000 a year ago. Based on the government farm reserves of March 1, the total consumption of corn and oats to that period was 2,752,000,000 bus., which is 50,000,000 less than the average of the previous four years. The south will increase its corn acreage on account of the campaign for the reduction of cotton acreage. — P. S. Goodman, Clement, Curtis & Co.

INDIANA.

Rich Valley, Ind., Mar. 26.—We have fine prospects for a bumper wheat crop.—Rich Valley Co-operative Elvtr. Co.

Twelve Mile, Ind., Mar. 27.—There was never a better prospect for wheat in this section and with good weather we should have a great harvest.—Farmers Elvtr. Co.

IOWA.

Sheldon, Ia., April 1.—Recent rains have delayed seeding about one week.—George J. Wolfe.

Primghar, Ia., Mar. 29.—No seeding done here yet, but there will be next week, if the weather stays good.—J. E. Morris, Dozler & Morris.

Stanwood, Ia., Apr. 2.—Winter wheat is in fine condition. The acreage is about 50% above that of last year. Very little spring wheat will be sown.—King-Wilder Grain Co., J. P. Christianson, mgr.

Hornick, Ia., Apr. 1.—Seeding in this section is well under way, being about half completed.—H. L. Schmitz.

Des Moines, Ia., April 6.—Wheat seeding is completed. A larger acreage sown than last year. Corn and oats acreage will be smaller.—S.

Sioux City, Ia., April 1.—Present indications lead to the belief that we will have more wheat than the world can use.—J. A. Linderholm, Crowell Elvtr. Co., Omaha, Neb.

Des Moines, Ia., April 6.—The general opinion prevails among grain dealers in this section that the farmer is holding his corn for higher prices. Business is reported bad invariably.—S.

Ottawa, Ia., April 1.—Seeding is going ahead rapidly with a much larger area promised for this year than was seeded last year. The spring wheat acreage exceeds that of last year, and in addition there is considerable winter wheat, while a year ago no winter wheat was put out. The soil is in excellent condition and some spring wheat planted in January is already up.—J. A. Gray.

KANSAS.

Home City, Kan., Mar. 24.—Prospects for a large wheat crop look good.—J. M. Hart.

Stafford, Kan., Mar. 29.—Growing wheat 100%. Look for a big crop with the outlook at present.—Stafford Flour Mills Co., A. B. Dougan, mgr.

Potter, Kan., Mar. 26.—Wheat prospects were never better in this locality. Ground is soaked by recent 6-in. rain. Oats sowing is late. Grass is growing fine.—Jas. Robinson.

MICHIGAN.

Charlotte, Mich., Apr. 3.—Wheat and rye look fine.—G. F. Seabrook.

MINNESOTA.

Marshall, Minn., Apr. 5.—The seeding of small grain has started in spite of the rain. The grain dealers and agents of this locality are carrying on a very aggressive campaign against smut and rust.—N. H. Mongeau, mgr. Marshall Milling Co.

MISSOURI.

New Franklin, Mo., Mar. 24.—The wheat crop in this section looks the best ever.—Fayette Mill & Mercantile Co.

Kansas City, Mo., Mar. 26.—From personal inspection of the wheat fields of Salina, McPherson, Dickinson, Geary, Morris, Clay, Marshall, Riley, Wabunsee, Osage, Franklin and Douglas counties, and from mail reports from forty other counties of Kansas, mostly in the wheat belt west of Salina and Hutchinson, I find that the damage to wheat from winter killing is very slight. Some low spots where the water gathered and froze show signs of killing. Oats seeding is almost completed. The abnormally large wheat acreage will make the corn and oats acreage very small. Kansas seems doomed for a bumper wheat crop.—E. A. Sullivan, field representative of Vanderslice-Lynds Co.

MONTANA.

Barber, Mont., Apr. 3.—We are having fine weather for putting in the spring crop and look for big acreage of spring wheat. Winter wheat is in fine shape and have not heard of any damage.—Farmers Elevator Co.

NEBRASKA.

Beverly, Neb., Mar. 24.—No spring wheat will be sown.—F. C. Krotter Co.

Hildreth, Neb., Mar. 7.—Prospects are for a bumper crop this year.—A. H. Vannier.

Allen, Neb., April 1.—Soil is in fine condition, and moisture is plentiful.—W. O. Somers.

Friend, Neb., Mar. 24.—The large acreage of winter wheat in this section is in extra fine condition.—Wilsey Grain Co.

Bookwalter, Neb., Mar. 28.—Wheat in this locality is looking fine. The farmers are getting ready to sow oats but the ground is a little wet.—J. D. Cathircle, mgr. Farmers Elvtr. Co.

OKLAHOMA.

Binger, Okla., Mar. 18.—We have had no crop here in two years.—Binger Elvtr. Co.

Deer Creek, Okla., Apr. 2.—The recent rains are just what we needed for the wheat and oats. The ground had a hard crust on it. Nearly all the ground is in wheat and oats and a small amount in corn and kafir corn.—Larabee Flour Mills Co.

Oklahoma City, Okla., Apr. 1.—The average growing condition of wheat is 84%, an increase of 2% above the condition a month ago. On

the same date in 1918 the condition was 6. The prospects are the best for a number of years. With the exception of a few of northwestern counties, where the continued high winds have caused some damage, there been no damage to crops. Up to the present time 51% of the land to be planted to spring crops, has been plowed. The late season wet ground has retarded work in some sections and may cause a decrease in the oats acreage.—W. B. Hamlin, statistician, State Board of Agriculture.

SOUTH DAKOTA.

Stickney, S. D., Apr. 3.—The acreage spring wheat will be increased 15%.—F. C. Zwick, mgr. Farmers Elvtr. Co.

TEXAS.

Lubbock, Tex., Mar. 31.—We can not refrain from telling the world about the good rains to part of Texas has preparatory to putting in bumper crop. Within the last ten days we have had over 3 ins. over all this end of Texas and wheat never looked better, altho this section has practically none in.—Lubbock Grain Coal Co.

Sherman, Tex., Apr. 4.—Present prospects for wheat and oats, generally, in our state are very promising, especially in the Central and Northern parts. Due to the excessive rains this spring, our oats acreage is hardly as large as usual. We expect a large acreage of corn because the cotton acreage will probably be reduced by at least one-fourth.—Andrews Seed & Grain Co.

Government Crop Report.

Washington, D. C., Apr. 8.—The first report of the Crop Reporting Board of the Bureau of Crop Estimates, U. S. Dept. of Agriculture, of the condition of the winter wheat crop shows an estimated acreage 49,261,000 acres seeded last fall, the largest ever put in. Condition April 1 was 99.8% of normal, compared with 78.6% on the same date last year, 63.4% in 1917, and an average condition for the last 10 years of 82.3%.

Allowing for the average abandonment and deterioration between April 1 and harvest, the production estimated is 837,000,000 bus. The percentage of loss in 1914, the previous bad year, was 2.3 and, figuring a similar loss this year, which seems high owing to the fact that winter killing has been unusually light, an average yield of 19 bus. per acre would produce 914,698,000 bus.

The condition of rye is placed at 90.6% of normal, and production of approximately 101,000,000 bus. is forecast.

The figures for both wheat and rye, by states and for the United States, are shown in the table herewith.

States—	WINTER WHEAT— Condition.			- RYE — Condition		
	April 1— 1919.	10-yr. 1919, 1918, avg.	10-yr. 1919, 1918, avg.	Dec. 1— 1919.	April 1— 1919.	10-yr. 1919, 1918, avg.
	pct.	pct.	pct.	pct.	pct.	pct.
New York	92	78	88	97	89	86
New Jersey ..	95	77	88	96	86	80
Pennsylvania ..	100	70	86	98	88	83
Delaware	100	70	87	96	97	80
Maryland	98	77	87	96	97	83
Virginia	97	93	90	94	95	93
West Virginia ..	103	91	88	99	102	91
North Carolina ..	96	95	90	91	92	95
South Carolina ..	98	88	86	92	90	88
Georgia	92	88	86	93	92	86
Ohio	104	80	79	104	101	85
Indiana	104	94	79	101	98	85
Illinois	101	88	78	100	97	88
Michigan	95	70	81	99	96	80
Wisconsin	89	81	88	93	93	88
Minnesota	91	81	..	94	91	88
Iowa	107	80	83	99	96	92
Missouri	103	92	81	103	101	90
South Dakota ..	90	78	..	82	80	90
Nebraska	97	75	81	96	98	88
Kansas	101	67	79	98	101	83
Kentucky	103	100	84	98	100	97
Tennessee	98	92	85	94	96	92
Alabama	91	87	66	91	88	86
Mississippi	90	86	86	91	..	..
Texas	101	40	77	100	95	30
Oklahoma	100	63	80	100	87	65
Arkansas	99	94	86	99	96	93
Montana	91	94	93	93	92	95
Wyoming	97	90	94	97	95	91
Colorado	100	86	91	96	100	87
New Mexico	96	70	88	96	..	..
Arizona	97	92	94	96	..	..
Utah	96	90	95	97	91	90
Nevada	97	100	88	92	..	..
Idaho	98	97	96	97	96	97
Washington	97	93	92	96	97	94
Oregon	98	97	95	100	100	97
California	99	93	89	100	..	..
United States ..	89.8	78.6	82.3	98.6	90.6	85.8

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

COLORADO.

Haxtun, Colo., Apr. 1.—A lot of wheat and corn is to be moved yet.—H. E. Robbins, Farmers Grain & Trading Co.

IOWA.

Primghar, Ia., Mar. 29.—No grain coming in to amount to anything. Farmers are holding corn for \$1.50 and oats for 65c.—J. E. Morris, Dozier & Morris.

ILLINOIS.

Mitchellville, Ill., Apr. 5.—No grain moving at this point.—Barrett Bros.

Smithshire, Ill., Mar. 25.—The heavy feeding in this territory this season has curtailed the receipts of corn, nothing moving.—J. B. Woodin.

KANSAS.

Potter, Kan., Mar. 26.—Roads passable. Movement of grain very light. Only a few cars of wheat left. Farmers holding corn for summer delivery. Oats mostly fed.—Jas. Robinson.

MICHIGAN.

Charlotte, Mich., Apr. 3.—Not much grain is moving.—G. G. Seabrook.

MINNESOTA.

Marshall, Minn., Apr. 5.—A large percent of the corn and oats is still in the farmers' hands. The prices being high, many are ready to sell but cannot do so until the roads are so that it can be moved.—N. H. Mongeau, mgr. Marshall Milling Co.

NEBRASKA.

New Castle, Neb., Apr. 1.—Business has been slow, and no grain is moving.—Wm. Veranz.

Beverly, Neb., Mar. 24.—Practically all wheat is sold. Some corn on farms and some still in fields.—F. C. Krotter Co.

OKLAHOMA.

Oklahoma City, Okla., Apr. 1.—The farmer still has on hand from the 1918 crop, 9% of corn, 2% of wheat, 9% of oats and 10% of kafir and milo. There has been consumed and marketed during the past month 6% of corn, 2% of wheat, 7% of oats, and 6% of kafir and milo. Last year on the same date the farmer had on hand from the 1917 crop, 14% of corn, 3% of wheat, 9% of oats and 14% of kafir and milo.—W. B. Hamlin, statistician, State Board of Agriculture.

REPORTS from Argentina are to the effect that grain crops are smaller than they were a year ago. Figures given by Dr. Emilio Lahitte, director of statistics, show that during the current agricultural year 5,015,000 metric tons of wheat were grown; 705,000 metric tons of linseed and 640,400 metric tons of oats. In 1917-18 the production in metric tons was 6,086,445; linseed, 497,578 and oats 996,245 metric tons.

Exports of Grain Weekly, Bus., 000 Omitted.

	Wheat.	Corn.	Oats.
	'18-19.	'17-18.	'18-19.
Jan. 4.....	3,600	2,191	61
Jan. 11.....	4,404	1,805	104
Jan. 18.....	5,013	2,109	119
Jan. 25.....	3,661	1,633	113
Feb. 1.....	1,884	1,568	28
Feb. 8.....	2,947	1,037	418
Feb. 15.....	5,684	950	120
Feb. 22.....	3,209	675	37
Mar. 1.....	3,914	1,232	119
Mar. 8.....	1,543	1,172	59
Mar. 15.....	2,152	844	17
Mar. 22.....	3,840	855	253
Mar. 29.....	6,278	1,157	11
Apr. 5.....	5,172	1,251	132
Total since			
July 1.....	1,124,969	103,279	8,185
			16,371
			81,476
			93,891

Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, compared with March, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,467,812	218,257	1,605,742	452,197
Chicago	1,231,000	539,000	1,760,000	206,000
Cincinnati	64,500	.....	.....	.....
Ft. William	2,342,829	2,198,031	191,343	3,478,426
Indianapolis	30,000	66,250	23,750	.....
New York	4,621,000	235,200	1,821,227	553,200
Omaha	427,200	.....	3,014,182	157,968
Philadelphia	3,496,281	406,615	772,260	629,160
St. Louis	1,059,629	739,263	64,200	307,900
Toledo	123,900	69,600	10,000	.....
Wichita	306,000	308,400	4,048,650	735,750
Kansas City	994,950	648,000	1,702,831	314,377
Duluth	76,529	191,316	965,933	921,130
New Orleans	.....	.....	150,000	.....
Galveston	2,839,550	.....	5,866,525	.....
Winnipeg	8,404,830	3,251,840	4,588,590	976,140
Minneapolis	.....	.....	.....	.....
San Francisco, tons	16,548	3,094	.....	.....

Corn Movement in March.

Receipts and shipments of corn at the various markets during March, compared with March, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	313,721	688,966	198,244	63,268
Chicago	2,824,000	14,045,000	1,572,000	4,984,000
Cincinnati	163,900	.....	.....	.....
Duluth	.....	89,080	.....	83,434
Indianapolis	1,352,500	3,020,000	585,000	513,750
Kansas City	1,283,750	6,633,700	1,228,750	4,630,000
Minneapolis	882,130	6,212,330	502,320	2,089,910
New York	99,400	.....	10,045	.....
Omaha	2,109,800	8,433,600	2,038,400	6,545,000
Philadelphia	168,229	431,447	78,612	123,120
Galveston	1,666,325	5,102,400	.....	1,489,745
St. Louis	295	744	739,730	3,654,390
San Francisco	104,500	634,800	79,340	156,500
Toledo	87,600	621,600	48,000	25,000
Wichita	.....	.....	38,308	2,703,945
New Orleans	.....	.....	.....	.....

Oats Movement in March.

Receipts and shipments of oats at the various markets during March, compared with March, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,133,216	1,147,685	963,167	382,338
Chicago	3,719,000	9,699,000	5,403,000	5,934,000
Cincinnati	390,400	.....	.....	.....
Duluth	10,955	24,804	2,000	11,229
Ft. William	713,802	1,979,467	359,085	561,924
Indianapolis	389,200	1,832,800	331,200	477,000
Kansas City	1,395,700	1,518,100	1,194,000	702,000
Minneapolis	1,822,850	6,655,770	1,523,610	6,004,220
New York	1,438,000	.....	1,026,787	.....
Omaha	1,826,000	2,416,000	1,998,000	1,808,000
Philadelphia	472,532	1,012,861	521,811	108,441
St. Louis	2,828,000	4,790,000	2,008,720	2,971,890
San Francisco	762	1,345	.....	.....
Toledo	394,500	493,600	554,690	299,700
Winnipeg	1,476,150	.....	4,651,300	.....
Wichita	91,000	88,500	72,000	72,000
New Orleans	.....	.....	239,287	2,938,176

Rye Movement in March.

Receipts and shipments of rye at the various markets during March, compared with March, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	1,005,634	293,449	890,674	438,146
Chicago	1,017,000	482,000	1,621,000	201,000
Cincinnati	20,400	.....	.....	.....
Duluth	184,162	3,984	.....	30,263
Ft. William	47,760	9,821	.....	51,274
Indianapolis	17,500	52,500	10,000	6,250
Kansas City	48,400	93,500	506,000	82,500
Minneapolis	3,019,780	1,195,250	292,210	734,850
New York	1,573,750	.....	2,184,321	.....
Omaha	139,700	170,100	83,600	99,000
Philadelphia	1,299,905	106,744	1,096,501	.....
Galveston	.....	.....	.....	157,953
St. Louis	18,718	88,082	720	34,700
Toledo	52,800	35,500	72,790	16,500
Winnipeg	80,000	.....	69,000	.....
Wichita	.....	18,000	.....	.....
New Orleans	.....	.....	.....	47,720

Barley Movement in March.

Receipts and shipments of barley at the various markets during March, compared with March 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Baltimore	498,898	9,489	158,789	.....
Chicago	3,445,000	2,245,000	1,163,000	971,000
Cincinnati	20,000	.....	.....	.....
Duluth	22,420	147,545	44,582	32,743
Ft. William	454,103	577,417	255,218	161,081
Kansas City	96,000	210,000	170,300	49,400
Minneapolis	5,571,330	4,755,900	3,661,460	2,822,620
New York	822,875	.....	891,778	.....
Omaha	441,000	300,600	230,400	135,000
Philadelphia	258,750	96,104	202,895	321,823
Galveston	.....	.....	.....	414,153
St. Louis	18,718	88,082	25,550	161,620
San Francisco	11,063	5,716	.....	.....
Toledo	29,500	209,700	10,810	.....
Winnipeg	865,800	.....	865,800	.....
Wichita	14,000	.....	12,000	.....
New Orleans	.....	.....	.....	346,803

Dissolution of Corn Products Co.

The Corn Products Refining Co. is to be dissolved by decree of Judge Hand and before 1921 all but three of its manufacturing plants must be sold to actual competitors. The proceeds of the sale will be placed in a special fund, the first use of which will be to retire whatever bonds there may be outstanding as a lien on the segregated properties. The decree, following the dismissal by the United States Supreme Court a few hours earlier of the corporation's appeal from a previous judgment dissolving the concern, was the result of a compromise agreement between the defendant and the government which charged that the company was a monopoly.

The corporation is capitalized at \$80,000,000 and will retain its largest factories which are at Argo and Pekin, Ill., and Edgewater, N. J. It must dispose of its plants at Granite City, Ill., Davenport, Ia., Oswego, N. Y., and Jersey City, N. J. Selling these factories will reduce the daily grinding capacity 35,000 bushels. Subsidiary plants, 100% of the stock of which is owned by the company, are National Starch Co., Oswego, N. Y., and the Novelty Candy Co. with plants at Chicago and Jersey City. Other factories bear the name of the parent company. The original parties to the merger which was formed in 1906 were the Corn Products Co., New York Glucose, Warner Sugar Refining and St. Louis Syrup and Preserving Companies.

The Department of Justice which held the company to be a combination in restraint of trade, has issued a statement to the effect that the decrees in this and the Harvester case should go far in clearing and settling the law on this important question.

To Inspect the Inspectors.

A com'te of five, consisting of W. J. Niergarth, of the Marshall Hall Grain Co., St. Louis, representing the Council of Grain Exchanges, L. R. Hurd, of the Red Star Mills, Wichita, Kan., representing the Millers National Federation, Elmer Hutchinson, Arlington, Ind., a representative of the Grain Dealers National Ass'n, J. W. Shorthill, Omaha, representing the National Council of Farmers Co-operative Companies and R. T. Miles of the Bureau of Markets, has been appointed by Charles J. Brand, Chief of the Bureau of Markets, Washington, D. C., to make a tour of all the large cities of the east and middle west and inspect the inspection departments of the various grain exchanges.

This com'te will make a full report of its findings, sins of omission and commission, will note and make suggestions for improvement where considered advisable, and secure data which will be of value to the Bureau in bringing this branch of the trade under government supervision up to the highest state of efficiency.

Starting with Detroit, April 16, the com'te will visit the following towns in the order named for the period specified:

Detroit, Toledo and Cleveland, one day each; Buffalo, two days; Boston, one day; New York, two days; Philadelphia, Baltimore, Cincinnati, Indianapolis, Louisville, Cairo, Nashville and Memphis, each one day; New Orleans, two days; Galveston, Fort Worth, Oklahoma City, and Wichita, one day each; Kansas City and St. Louis, two days each; Peoria, one day; Chicago, three days; Milwaukee and Duluth, one day each; Minneapolis, two days, and Omaha, one day.

APPLICATIONS for the exportation of wheat flour to Siberia, Manchuria, Japan, Korea, China, Siam, French Indo-China, federated Malay states, Straits Settlements, and the East Indies will be considered by the war trade board and may be filed at Washington or any of the branch offices of the board.

Future Trading Essential to Economical Distribution of Grain

[From an address delivered by L. F. Gates, pres. of the Chicago Board of Trade, at the banquet of the Western Grain Dealers Ass'n at Sioux City, April 1.]

The machinery for the commercial distribution of grain has not been built up in a day, but rather has it required the best efforts of the past fifty years or so to attain the state of development that had been reached when we entered the war. When the United States was composed of a few scattered communities along the Atlantic seaboard it was not necessary that there be any central marketing places for the grain which those communities produced, for the reason that this grain was consumed largely in the territory immediately surrounding its place of production. But with the coming of the railroad, and the opening up of the vast plains west of the Alleghenies, it soon became evident that the surplus grain of the western farms must find its way to the rapidly growing consuming populations of the eastern portion of the country. Just as the railroad made possible the opening of the west, so did it also make possible the movement of western grain to eastern markets.

There immediately arose the necessity for marketing machinery thru which to distribute this grain in its movement from producer to consumer, and thus the organized grain exchange came into being. It was inevitable that, hand in hand with the trading in grain for immediate delivery, there should be instituted the business of trading in grain for future delivery. Dealing in futures is not found in the grain business alone. Every business employs the principle. The hardware merchant and the dry goods merchant must buy their stocks a considerable period in advance of the time when they can hope to make sales, and there never has been any objection to this practice. It is only when the trading is done on an organized market that complaint is made. We, as grain dealers, are criticised only because we are dealing on an organized exchange, and not because we are doing business in a manner wholly different from that of other business men.

The machinery of the grain exchanges for dealing in grain for future delivery may be likened to a large factory. Highly organized and efficiently operating over a long period of years; turning out its products in a very economical way; this factory suddenly found its governor belt cut shortly before we entered the Great War thru a desire on the part of foreign governments to place themselves in a position to know they would get enough food for their people. This desire prompted them to buy and buy and buy, until they had bought far more wheat on the grain exchanges of the United States than there was wheat in the country.

When America entered the war certain measures of control over the grain exchanges were put into effect. These had the effect of permitting the factory to continue to operate, but at a greatly restricted output and under a very low head of steam. This was working out satisfactorily when, after the signing of the armistice, and in the mistaken belief that the war had come to an end, the fireman quickly got up a full head of steam without orders. The result was the wildly fluctuating markets that we have had recently in corn and oats.

The control of food by the government has increased the load for the government, but it has decreased the load for the machinery of the factory, or the grain exchanges. To speak more specifically, it may be said that control has postponed the load for the grain exchanges, for in time they will be called upon to assume their functions again. It may be that the load will not be normal for a year or so, but we must be patient, even tho this interference has at times seemed irksome.

We have not seen the end of this control, and those of you who have made good profits under it so far should not forget that your profits may all be wiped out in the readjustment to normal.

Lower Prices Probable. In my opinion it is extremely probable that history may repeat itself in the years to come, and that we will witness a course of events similar to those which followed our Civil War. During that war prices for grains reached a level even higher than during this war, and during the next 25 or 30 years there was a gradual downward tendency to the low prices reached in 1895 and 1896. After that there set in a tendency upward. During the next 25 or 30 years the grain markets will have just as definite a trend as the Gulf Stream, and no one can change this trend. It is my belief that this

course of prices will be downward. One reason I think so is that the world is "broke" or nearly so, and no part of the world can escape the suffering caused by the destruction wrought by the war. The whole world has felt the pinch of hunger or of decreased supplies and there will be a tendency to produce more and to consume less for several years. This, also, will make for lower values.

There will undoubtedly be efforts to have governmental control continued beyond the time when it is necessary. I have already shown that the grain exchanges came into being to fill a need for marketing facilities which attended surplus production in the development of this country. It was also necessary to have short selling to accompany long purchases. This short selling was not new, it was and is a principle established in every line of business, and we are seeing at the present time some of the effects which we would have if some of our short sighted statesmen were to succeed in their efforts to abolish short selling on organized exchanges. There is practically no short selling for the reason that in the past two years the short seller has been beaten so many times he is afraid to continue. It is the same condition that exists in a real estate boom. No short selling is done and there are violent changes in prices because there is no one to sell to except a buyer and no short sellers are in the business. A point to illustrate this is found in the great price changes in all markets which do not have short selling, in contrast with the slight variations in the prices of grain. During the past 30 years the average annual fluctuation in wheat prices on the Chicago Board of Trade has been about 37c. Eliminating those so-called "corner" years the average has been only 30c.

The function of the grain exchanges is to determine what is the true value of grains in the light of world conditions. Neither the producer nor the consumer is able to determine the rightful value of a commodity, nor can this be done by any other single agent or agency. Right values can only be determined by many minds, and the organized markets simply provide a meeting place for these minds and record and transmit to other people the prices which they arrive at in their daily trading.

The information thus recorded is available for the whole world. The producer, the consumer, and every other element knows just as much about it as any other element. The independent grain dealer is in just as good a position to get market information as any commission merchant, trader, or line house. In my opinion, one of the great troubles in the grain trade in the Northwest is due to the fact that the trade there has been handled largely by line house companies that have a more or less selfish monopoly of news. Opposition to grain exchanges in that section is almost wholly due to a lack of information.

At present Chicago maintains its position as the leading future market while handling a smaller proportion of the actual grain from year to year. In other words, the volume of its future trading is large as compared with the cash grain which the market handles.

I do not believe the time has passed when hedging facilities are needed by the trade. We need the future markets for our protection, and in the change that is coming the dealer will be more than ever in need of the assurance that has been lacking for several years. During the years following our Civil War, while prices steadily declined, the grain exchanges were blamed by the producer because the exchanges indicated and recorded the lowering values. When the upward trend set in the exchanges were blamed by the consumer because the record showed rising prices. We may expect again to be blamed for the lowering prices which I believe will be recorded. When this criticism comes we should be ready to answer it.

We have not missed the benefits of the exchanges until those benefits were not to be had, just as the water is never missed until the well goes dry. When we get back to normal we will find the exchanges again efficient, all emergencies having been met by the making of rules that have kept the machinery in condition for satisfactory operation. If dealers will recall the service of the markets in the past 50 years you will be generous in your criticism because of the conditions imposed upon us for which we were not responsible.

To do away with future trading we must suggest something better; and let every man remain silent who cannot propose a method better to prevent monopoly, better to provide

a small cost for distribution between producer and consumer, and better to provide insurance against the inevitable risks of ownership.

Montana Warehouse Law.

The bill making the Montana Railroad Commission a trade commission having supervision over all handling, weighing, inspection and storage of grain and the management of public warehouses including elevators, mills and warehouses has been approved by Governor S. V. Stewart. An appropriation of \$10,000 a year to be used in carrying out the duties of the commission is provided.

This grain grading, inspection and warehouse commission will consist of three members to be appointed by the governor from among members of farm organizations in the state who shall be qualified electors, two of whom must be engaged in grain production and one must be versed in the grain trade. Every grain dealer in the state must secure a license from this commission.

Members of the commission must give bonds in the amount of \$5,000. The main offices must be maintained in Great Falls, although sessions may be held at any place in the state where required. The secretary of agriculture and publicity is ex-officio secretary of the commission. The commission makes its own rules and appoints its own employees.

The employment of an expert tester or scales who shall collect \$1 for making tests is made mandatory. A chief inspector of grains licensed by the United States Department of Agriculture is to be paid a salary of \$200 a month and deputies, inspectors, samplers and weighers are to be employed as required. Their pay is limited to \$125 each. They must be bonded and must not be interested in the grain business.

The commission is authorized to investigate charges, to declare what is a reasonable charge and to make regulations to enforce such charges. Within 90 days after its creation, the commission is instructed to fix and establish standard grades to apply to all grain bought and sold within the state. In hearings before the commission, witnesses receive the same fees as in the courts.

Rules governing dockage and the sample inspection of grain are also fixed by the commission which may also compel the installation of apparatus for cleaning grain and fix the charges to be made therefor. Fees for inspection will be a lien on the grain.

Warehousemen are to be furnished with copies of the rules of the commission which must be kept open to inspection to those interested. Discrimination is prohibited and warehousemen must pay the same price to all and receive grain from all who sell, so far as the capacity of his storehouse will permit. Appeal to the commission from the grading of any grain by any of its inspectors is provided for. However, the grading of interstate shipments may be appealed to the Federal Supervisor.

Dealers must make reports to the commission June 30 of every year showing the total weight of each kind of grain received and shipped and the amount of outstanding storage receipts. They must also give bond to the commission before June 30 of each year and pay a license of \$15 to the state treasurer. Negligence to obtain this license is considered a misdemeanor punishable by a fine of from \$25 to \$200. Fees, licenses and fines are to be paid to the state treasurer for the operation of the commission.

FIXING of the price of 1919 wheat is not justified under present circumstances, said Hon. H. A. Crerar, minister of agriculture for Canada, before the committee. He added that while he felt for the farmers who have had light crops the past two years, the present circumstances do not justify such a financial proposition before the government.

Louis G. Graff Honored.

A testimonial dinner was given to Louis G. Graff, former pres. of the Philadelphia Commercial Exchange, March 26, at the Bellevue Stratford which was attended by about 200 members and guests. A handsome gold watch was presented to the guest of honor as a memento of the high regard in which he is held by his associates.

When called on for a speech, Mr. Graff, after expressing his appreciation of the pleasant years in which he has been associated with members of the exchange, gave his views on ways and means of business expansion which would redound to the credit of the Quaker City. He spoke of the great need for additional grain and elevator facilities and said that while 50,000,000 bus. was handled there in 1915, with proper elevator capacity, double the amount could as easily be taken care of.

He advocated enlisting the co-operation of the railroads in obtaining the needed improvements by inducing them to build elevators, stating that all needed capital would be forthcoming from the banks and that the steamship companies would gladly cooperate.

Jas. L. King, another former president of the Exchange, spoke of what the honored guest had done for the development of the port during his administration in the matter of deepening the channel, improving the waterways and demanding improved and enlarged grain elevator facilities. He also gave a history of the house of L. G. Graff which was founded in 1883 by Mr. Graff's father. Nine years later, it became the firm of L. G. Graff & Son which dissolved in 1917, when the two partners, Mr. Graff and H. DeWitt Irwin, took up government work, the former giving his entire time to duties of president of the exchange and patriotic war work and the latter becoming vice-president of the Grain Corporation in Philadelphia, Mr. Graff assisting in an advisory capacity. Mr. Irwin is now second vice-president of the Food Administration Grain Corporation. In the talk

he made, he told of a demand he made for a thru freight rate on grain from point of shipment to seaport.

Other speakers were Wm. A. Glasgow, jr., counsel for the Exchange, E. J. Cattell, Horace Kolb and Senator Hutchinson of New Jersey. C. Herbert Bell, president of the Exchange, was toastmaster.

ALL PACKING CONCERNS have been released from food administration control, under proclamation signed by President Wilson in Paris. This includes restrictions on margins of profits which were 9% on the total annual business and 2% on the turnover on meats.

Opening, High, Low and Close at Chicago Since March 1.



Daily Closing Prices.

The daily closing prices for oats and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY OATS.													
	Mar. 25.	Mar. 26.	Mar. 27.	Mar. 28.	Mar. 29.	Mar. 31.	Apr. 1.	Apr. 2.	Apr. 3.	Apr. 4.	Apr. 5.	Apr. 7.	Apr. 8.	Apr. 9.
Chicago	67%	66½	64½	62½	63%	64%	....	67%	66½	67½	66%	67%	69½	68
Minneapolis	66%	65½	63%	61%	62½	63%	....	66%	64%	66½	65%	66½	67½	66½
St. Louis	69½	68½	66%	65	65½	66%	....	69%	68½	68%	68%	69%	70½	69
Kansas City	68%	67	65½	63½	64	65%	....	68½	67½	68½	67	68½	69%	68½
Milwaukee	67%	66½	64½	62½	63%	64%	....	67%	66%	67½	66%	67%	69%	68
Winnipeg	74%	72%	70%	67%	69%	70%	....	73%	72%	73½	72½	73½	73%	72%
	MAY CORN.													
Chicago	148%	148%	148	145½	147%	151	....	157½	155%	157¾	156½	156%	159½	156½
St. Louis	152%	153%	151¼	149%	152½	155¼	....	161½	160	162%	159¾	160%	163	160%
Kansas City	150½	151%	150%	147%	149%	152½	....	158¾	157%	159½	158¾	158%	161½	160
Milwaukee	148%	148%	148	145%	147½	151¼	....	157%	155¾	158	156%	156½	159½	156½



Louis G. Graff, former pres. Commercial Exchange, Philadelphia, Pa.

Western Grain Dealers Meet in Sioux City

The 19th annual convention of the Western Grain Dealers Ass'n was held April 1 and 2 in the Hotel Martin, Sioux City, Iowa, the opening session being called to order by Pres. S. W. Wilder, of Cedar Rapids, Ia., at 10:30 a. m. Tuesday.

The address of welcome was delivered by J. A. Tiedeman, pres. of the Sioux City Board of Trade. Mr. Tiedeman reviewed the work of the Board of Trade since its organization several years ago, and told the assembled dealers something of the things that are contemplated for the immediate future.

Pres. Wilder delivered his annual address, which follows:

President's Address.

During the past few years the grain trade has experienced abnormal conditions. It has been supervised, controlled and regulated to the utmost. Prices have been fixed or stabilized and the volume of business has been restricted by the permit system.

The natural conditions of the laws of supply and demand have been set aside and the competitive machinery of the grain trade has been broken down by the edicts of the Food Administration under the authority of the Food Control Act.

The relation of values as between different grains has been demoralized and the normal comparison of quantitative production of the different grains has been thrown out of balance.

Our farmers are unduly increasing the acreage of wheat in the face of enormous surplus production, and are reducing the acreage of corn and oats when the world is short of animals and fats.

Our transportation systems are "up in the air" so to speak and there is confusion and confusion in the authority of the U. S. Railroad Administration, the Interstate Commerce Commission and the State Railroad Com'ns.

The railroad management, even under government supervision, is continually striving to minimize its responsibilities and obligations and to shift the burden of proof on to the shipper, as evidenced in Order No. 57, and to inflict additional burdens of expense on the grain dealers by increased rental charges for elevator sites; also, as provided by Order No. 15, to require the shipper to pay the cost of track maintenance and repairs. And unless these matters can be fairly adjusted thru the conferences with Railroad authorities now being held by the Transportation Com'te of the Grain Dealers National Ass'n, the grain trade should resort to court proceedings for the purpose of holding the burden of proof on the carrier.

Since the beginning of the war the matters affecting this Ass'n have been almost entirely of a national character and have been handled through the Grain Dealers National Ass'n with which our ass'n is affiliated. Our sec'y, together with the officers and com'te men of the Grain Dealers National Ass'n, have devoted most of their time and energy in working with the different departments of the government. This service was given by the grain men and accepted by the government for the purpose of working out ways and means of accomplishing desired results in the most efficient and most practical way. Their co-operation made things much more workable for us than they would otherwise have been. Their interpretation of the official rules and regulations and their practical suggestions to the department officials greatly minimized our difficulties in complying with these rules and regulations.

Ass'n Work: Aside from the many benefits that the country grain dealers have received thru the prevention of unjust rules and laws, benefits that cannot be enumerated or cited, there are a few that stand out by themselves which justify and exemplify our good organization.

At the time of the organization of the Western Grain Dealers Ass'n this whole country was dominated by line elevator companies who were favored by the railroads with rebates, and with this advantage made the life of an independent dealer a nightmare. That is not so very long ago and yet hardly a single one of the old line companies are in existence today. They were unable to adjust themselves to the new order of things and to operate profitably in fair competition.

In addition to this almost every station was invaded during the heavy movement of grain

from the farm by "scoopers," men without investment and who furnished a market to the farmer only when everything was favorable, who enticed the farmer by paying high prices, and usually made up for it by short weights. No man can succeed in the grain business today by dishonest weights, grades or markets. This sort of thing has passed and in its stead we rely on economy in operation, efficiency in the marketing, and in being of value and service in the community by providing a market where the producer can at any and all times sell his grain and receive therefor the maximum value.

Railroad rates and rules governing the movement of grain have been adjusted and equalized.

Unreasonable insurance rates have been overcome thru the organization of the Western Grain Dealers Mutual Fire Insurance Ass'n, which has lowered the cost of insurance to its members fully 50%, and at the same time built up one of the strongest fire insurance companies doing business in the west.

These things have not been accomplished in a day or week, nor can we see from day to day where we make much headway, but by continually and everlastingly working away, we can look back over a period of years and see results of which we can well be proud.

For the Future: There will be much important legislation and a great many changes affecting the grain trade during the next few years, and in all this, the power and influence of this Ass'n will be a factor.

The value of an ass'n to its members depends somewhat on its influence and standing, and its influence and standing depend somewhat on its size and the unanimity of its membership. Our Ass'n is in excellent financial condition and its membership near its maximum.

The most important value of Ass'n work, however, in my opinion is its educational influence. In going over the steps in the progress of this Ass'n, you will note that the progress has been made by the development of the Ass'n and its members along lines of higher and better business. The best business men and the most successful business men are invariably active ass'n workers. Every straightforward, ambitious grain dealer added to our membership is a factor in the influence of the ass'n.

Readjustment: So far as the country grain business is concerned, I do not believe there is any serious readjustment problem. There will be price adjustments, of course, and probably some wide fluctuations, but if the country grain dealer will stick strictly to a merchandising business and attend to it and eliminate speculation wherever possible by keeping his grain marketed or hedged, I am confident that he will have no serious readjustment problem.

Out in this country, the greatest food producing section in the world, where our farms, our homes, our factories, our transportation systems, in fact our whole business and economic life have been built on, and our energy devoted to the production and distribution of food and food products, there is no reconversion necessary whether entering a period of peace or a period of war.

Many improvements are, however, needed to make up for the wear and tear of the past few years and these should be put under way. In improving driveways and dumps we should not overlook the fact that a new era in transportation is here. The motor truck has come to stay as a factor of increasing importance in transportation and delivery of commodities between town and farm and with the development and improvement of highways, the dealer who is prepared to take deliveries by truck will have a distinct advantage.

We find that many grain dealers are not definitely informed as to the total expense of conducting their business, and that in fact the buying margin taken by country grain dealers often does not cover the actual expense, but that the profits, if any, are made by the fortunate trend of prices, and by the exercise of judgment in taking advantage of market conditions.

Sec'y Geo. A. Wells, Des Moines, Ia., read his annual report, as follows:

Secretary's Report.

The experience of the country grain trade during the crop year of 1918-1919 has been most peculiar and extremely hazardous.

The normal conditions of supply and demand were set aside and the competitive machinery of the grain trade was thrown out of gear by

the regulations of the U. S. Food Administration.

The provisions of the Food Control Act were not only applied to fixing prices on wheat, flax, meal, beans and potatoes as provided in the Act but the provisions of the Act that prohibited against hoarding, speculation and unreasonable handling charges were construed by the Food Administration as not only giving authority to prevent hoarding, speculation and unreasonable handling charges but also as authorizing the stabilization of prices and grain products which was done in such a manner as to be equivalent to the fixing of prices on our grains and food stuffs.

We have experienced, in my opinion at least, a demonstration of the fact that when the natural laws of supply and demand are interfered with or violated that the penalty must be paid.

We have experienced the most violent fluctuation in grain market values ever known in the history of the grain trade during the administration of the Food Control Act caused by abnormal conditions and unnatural influences regardless of the intention of the Food Administration to stabilize values and conditions.

We have also in my opinion experienced much vicious speculative activity under the regulations of the Food Administration as well as have occurred under normal and unrestricted trade conditions.

I mention these matters not in the sense of criticism but as a lesson from experience.

During the past year your Sec'y has served as a member of the Food Administration Grain Trade Advisory Com'te, composed of twenty representing different branches of the grain trade of the United States. Mr. A. E. Reynolds, Crawfordville, Ind., Mr. U. F. Clement, Marshall, Okla., and myself representing the country elevator interest on that Com'te. We have spent much time during the past year attending conferences with the officials of the Food Administration Grain Corporation at New York and Washington.

While we have not always been in full accord with the views of the officials of the Grain Corporation yet on the whole we have recognized the war emergency situation and believe that we have served to smooth out some of the places that might otherwise have been most unfavorable had we not been given an opportunity to be heard.

We have been particularly opposed to the opinion expressed by President Barnes that a reasonable buying margin on wheat for country dealers as between the price paid to the farmer and the sale price at destination of 5c to 10c in addition to freight charges, the terminal charges including commission at 1%, weighing, inspection, interest, etc., being approximately 3c leaves the country dealer a buying margin net his track of only 2c to 5c which we positively know and which I believe will be demonstrated during this Convention is insufficient to pay actual expense.

A conference was held at St. Louis on March 21 under the auspices of the Grain Dealers National Ass'n which was attended by about 100 delegates representing each of the surplus wheat producing states.

The purpose of this conference of representatives of country wheat shippers was to submit statements based on actual experience of the cost of buying, handling, shipping and storing wheat and the statements thus compiled were placed in the hands of a Com'te for final preparation to be used at the proper time as evidence of such cost in undertaking to have the government agency, that will have charge of the 1919 wheat price guarantee, establish a reasonable buying margin that will be based on such showing and a resolution was adopted requesting Pres. Goodrich and Sec'y Quinn of the Grain Dealers National Ass'n to endeavor to obtain a hearing on the matter.

Order No. 15 of the U. S. Railroad Administration, relating to track maintenance and repairs, was originally supposed to apply to private industry and spur tracks but there seemed to be a question about that and it appears that an attempt is being made on the part of the railroad companies to charge grain shippers whose elevators are located on railroad sidetracks with the expense of such maintenance and repairs.

We have taken the matter up through the Commerce Counsel for the state of Iowa, Judge Henderson, and he has, as yet, been unable to obtain a definite construction of this order.

The carriers are again increasing the rental charge for elevator sites and we have just obtained a hearing by the Iowa Board of Railroad Commissioners on the petition of the Staceyville Grain & Coal Co. vs. Ill. Cen. R.R. way.

In this case, the Ill. Cen. Railroad Company charges a minimum of \$60.00 for elevator sites and \$25.00 for coal shed site and offer explanation of the charges as follows:

"Regarding increases in rental from \$12.00 to \$85.00 per annum for our way lands leased by the Staceyville Grain & Coal Co., Staceyville, Mo., and on which they operate an elevator and coal shed, lease expired Jan. 31st, 1918. The lease calls for an area of 3600 square feet and is served by 200 feet of sidetrack. In arriving at our rentals, we take into consideration not

ly the value of the ground but its proximity to the depot and the track facilities offered, which in this instance, if constructed today would cost the Staceyville Grain & Coal Co. at least \$500.00 exclusive of turn-out which costs \$20.00 besides carrying with it an annual maintenance charge of \$40.00.

While the elevator company may not make use of more than 170 ft. of this track, still the ground they have under lease is served by 200 ft. of track and is not available for use by others.

After careful investigation of many leases covering our way-lands, we found that minimum rental of \$60.00 for elevator per annum and \$50.00 for lumber and \$25.00 for coal shed sites are not unreasonable and these are the basis now used on this system where leases are renewed, rewritten or new ones made."

It would seem quite evident that the rental charge thus fixed by the Ill. Cen. Railroad Co. intended to not only give a reasonable return on the value of the land occupied but also compensate the railroad company for the expense of maintenance and repairs to track.

The C., M. & St. P. Railway Co. include a clause in their elevator leases which reads as follows:

"The industry shall also pay as part of the cost of maintaining said tracks, a reasonable amount as rental for equipment and expense of working train service actually used in such maintenance."

The C. & N. W. Railway Co. have charged the Farmers Grain Co. at Fairfax, Iowa, \$81.46 for maintenance and repairs to track and the R. I. & P. Railway have charged the Davenport Elevator Co. \$7.40 for their portion of maintenance and repairs to track at Shelby, Iowa.

It would seem advisable that grain shippers should decline to sign any leases or agreements that provide for the payment of expense of maintenance and repairs until the question of the legality of such charge can be determined and also to report the matter to us.

Order No. 57 has been modified under Order No. 57-A, by eliminating therefrom reference to a number of disputed questions including the payment for the installation of grain doors, liability for leakage through grain doors and the use of the hammer test in determining whether a car was grain tight. These matters are left to the Interstate Commerce Commission for decision in a proceeding now pending before the Commission. Order No. 57 is still objectionable for the reason that it relieves the carrier of the burden of proof.

The provisions of Order No. 57 are included in the Loss and Damage Case, Docket 9009, of the Interstate Commerce Commission in which case the Commission did not make a ruling but recommended that the shippers and carriers organize a joint committee for the purpose of deciding as to the questions involved in loss and damage claims.

This joint committee has been working vigorously on the matter and it was because of the efforts of that committee that Order No. 57 has been somewhat modified. The committee will probably finish its work within the next few months.

The report of the financial condition of the Ass'n, as submitted by Mr. Wells and later verified by the auditing committee, showed receipts of \$5,832.13 during the year, with disbursements of \$5,217.51, leaving a cash balance on hand March 31 of \$614.62.

Pres. Wilder appointed the following committees:

Nominating: M. E. DeWolf, Spencer, Ia.; W. Larson, Rolfe, Ia.; S. Londergan, Marcus, Ia.

Auditing: E. R. Wagner, Ankeny, Ia.; Lee Davis, Scranton, Ia.

Resolutions: J. R. Murrell, Cedar Rapids, Ia.; O. K. Morrison, South English, Ia.; F. D. Milligan, Jefferson, Ia.

Tuesday Afternoon Session.

This session was called to order by Pres. Wilder at 1:30 p. m., and Sec'y Wells talked on the cost of operating a country elevator, explaining a chart which he had prepared, and which hung in the convention hall. This chart gave the following information:

Cost of Handling.

Estimated expense of operating a country elevator handling 100,000 bus. of grain annually. Interest on average investment in elevator building and machinery, \$8,000 @ 7%	\$ 560.00
Interest on average investment in grain on hand and in transit, \$10,000 @ 7%	700.00
Depreciation and repairs on building and machinery, \$8,000 @ 10%	800.00
Power and light	300.00
Salary of owner or manager	1,800.00
Wages for extra help	900.00

Normal taxes	150.00
Fire insurance	200.00
Workmen's Compensation and Public Liability	30.00
Tornado insurance	25.00
Incidentals, telegraph, phone, postage, office fuel, cooperating cars, etc.	325.00
Marketing Expense.	
(Freight Charges not Included.)	
Loss on grain in transit	\$ 200.00
Loss by deterioration in quality and misgrading	200.00
Inspection and weighing	100.00
Terminal market commission charges.	1,200.00
Incidentals, war tax on freight, demurrage, switching, etc.	200.00
Total expense	\$7,690.00
Cost per bushel	\$ 0.769

Mr. Wells pointed out that if the supply and demand price for wheat is lower than the government guaranty, thus making it impossible for the country dealer to obtain a premium, he must make any profit that he may realize out of his daily buying margin. In that case, he showed that a margin of 8c would not be sufficient and would in fact result in a loss instead of a profit.

P. E. Goodrich, Winchester, Ind., pres. of the Grain Dealers National Ass'n, delivered an address on present business conditions in which he said:

The Business Outlook.

Outside of the iron and steel industry and their very closely allied coal industry, there is no other business in this country so vitally interested in the railroad problem as is the grain and milling business. Indeed, there is nothing transported that so vitally interests both producers and consumers of our country as the producing, gathering together, transportation and in the end the delivery to the people of the great cereal crops grown in our fertile valleys and upon our broad prairies.

Two very important propositions confront us at this time. Shall the railroads remain under government management, be purchased by the government or shall they be returned to their owners and the government cease to operate them?

No body of business men so far as we know have petitioned or asked the government to retain them longer; but to the contrary business organization after organization have met and resolved that they should be returned to their owners without any unnecessary delay, but when we do this, the most of us return home with a self satisfied air of having settled the whole matter and proceed to forget all about it. Now the people, who believe in governmental ownership of railroads, telephone, telegraph, coal mines, packing houses and all other basic enterprises, are never idle, they are eternally at it and have the courage of their convictions.

Government ownership of the railroads is the first great battle. If they, the socialistic element, win in this fight, then the balance of their program will be comparatively easy.

We are not ready to Prussianize our country by venturing into government ownership of these and other business enterprises. Do we want our government to reach out and dominate as has the German government? Their railroads were never as efficient as ours, their equipment both freight and passenger is much inferior and their rates for all kinds of service much higher. Germany's iron hand was in control of their railroads as it was and is of every branch of trade, schools, professions, their idea of the government being superior to all was ever kept before her subjects.

This had been the policy of the German government for more than sixty years until the average man, the educated and well housed, was not permitted to think for himself and all initiative was taken from him. The government looked after his health, his house, his pay was small compared to pay in this country, but his taxes were much higher.

I am very sure if our people understand it, they are not yet ready for this step backward.

Efficient and economical operation of railroads demand that wasteful competition must stop and that terminal and other facilities that can be used in common must be pooled. This will do away with the duplication of expensive and luxurious passenger stations and terminals and permit them to build necessary conveniences where much needed in towns and cities, where there is no competition and their facilities have been neglected on account of wasteful extravagance at highly competitive points.

The operation of our railroads by the government has been very costly. With absolute power, no competition, pooling of all equipment, the right to embargo, abandonment of trains, reduction of terminal and other expenses, yet the roads in 1919 under govern-

ment operation, handled less freight per mile and less passengers and at a larger increase in cost.

Our government never has, up to now handled any business with the promptness or economy of privately controlled and operated enterprises.

I believe the Interstate Commerce Commission should be shorn of its administrative powers and retain only its judicial powers. It is not well, I think, that it should have both powers. I am sure a secretary of the railroads, to be made a member of the President's cabinet, would be unwise as it would eventually put the roads in politics and make the whole thing unstable on account of the shifting of the parties and rapid changes in administration. I am ready to concede that some one person with broad powers should be designated by the government and he should be a railroad executive of great ability and be paid sufficient salary to retain his services for a term of not less than six years and be reappointed as long as he is efficient.

I am very sure that we, as grain men, should take a keen personal interest in this great question. We are not only personally interested but to my mind the future of our free government rests largely upon the way in which these great questions are met and solved in the next few months.

We have seen how in the past few months those in control have made new and arbitrary rules, have endeavored to do away with practices and promises upon which many small markets have been built up and have endeavored to fasten upon the grain and milling industries burdens that in many instances would have annihilated that business.

The 1919 Wheat Crop: I am free to confess that in approaching this subject today I cannot stand where I did when I addressed the Michigan Grain Dealers in January, nor exactly where I did in addressing the Missouri Grain Dealers in February. I have studied the question as carefully as I could and I have arrived at the following conclusions.

When I attended the hearing the first of February before the Agriculture Committee of the House of Representatives in Washington, it was pretty positive that the way to dispose of the guaranteed price to the farmers was to have the government settle with them direct. In the two days' discussion of the question by the fifty-two representatives of the grain and milling trade from all parts of the country, it developed that there was a wide difference of opinion and my plan was about as popular as any, but we could not recommend any particular plan and only did recommend those principles as that vital and let it go to the Committee in that form.

First—that the guarantee to the farmers must be made good. Second—that the law when enacted should empower the agency to control wheat and wheat products only. Third—that the government do not build or buy elevators. These three and in fact all the recommendations we made were a part of the bill which is now the law.

After being privileged to hear the discussion for three days before the Committee and having the pleasure of hearing Julius Barnes give his testimony, I had to abandon my scheme and saw that under present conditions there was nothing to do but for the government to buy the wheat, all of it offered, and market it as best it can. If there is a loss pocket it is an individual would do.

Should Compensate Holder: At St. Louis, I suggested that an advance in the government price of \$2.26 per bushel for No. 1 wheat be made of a cent to one and one-half cents the first of each month beginning with July first, in the southwest, and at a later date as the harvest progresses northward.

I am now sure that we should insist that a storage, interest and insurance charge be paid the grower of wheat of not less than one cent a bushel per month, perhaps computed in fractions of months just as divided by public elevator charges and that an amount of not less than two cents a bushel per month be paid on wheat held in store by country elevators to cover interest, storage, insurance and other items. These charges to be added to the price when wheat is forwarded to terminal markets or mills.

In the handling of the 1918 wheat crop the service rendered by the country elevator operators was woefully underestimated and his right to live and operate his business almost entirely was lost sight of. We will be recreant to our duty if we do not insist on our rights in the handling of this crop and endeavor to see that the rights of the smaller dealer are fully protected.

I am sure this plan would result in keeping a large amount of wheat back on the farms and not congest the transportation lines and distributing centers. If we are to produce a billion and a quarter bushels of wheat and the world's price, if there is one, remains below the government fixed price, the wheat will be rushed to market in larger volumes than ever before. With such a jam in the export and other markets, the car supply will be inadequate.

quate to transport it and would result in a loss to handlers in interest and other charges. If, however, we can prevail on the agency that has control of handling the crop for the government, to pay this additional charge, it will stimulate the holding of wheat by farmers, country mills, grain dealers and others.

If the paying of this storage charge resulted in a shortage of any particular kind of wheat or of all kinds, the agency in control could annul the payment of the charges which would result in the wheat again flowing to market.

In my opinion a mistake was made last year in designating too few markets in which the government would accept, pay for and store wheat. On this crop we should insist that the government agency, whatever it may be, must accept wheat not only in certain markets as last year, but in any market where they have adequate weighing and inspection facilities, not less than one million bushels storage capacity and a Board of Trade, Produce Exchange or other organization to which the weighing and inspection departments of the markets are accountable. This again would lessen the congestion in the larger markets and would keep more of the wheat adjacent to the district in which it was grown and would permit the grain trade to more nearly handle the wheat crop as they have always done.

It would be fair to everyone interested and not add anything to the burden of the government. At this time the government is releasing wheat to mills at about 14c per bushel over the fixed government price and in many instances this wheat is being shipped back to mills situated very near the fields in which it was grown.

The consumers of the flour are not only paying the government fixed price but also plus 14c a bushel plus the back haul of the wheat to their mills. It appears plain to me that if the plan we propose is adopted on this crop, a large part of this extra expense would be eliminated and the surplus wheat would more largely flow in its natural channels.

These conclusions are based on the assumption that we are to have at least a billion crop of wheat and from three to five millions surplus with abundant wheat in the world to more than supply its needs and prices lower than our government guarantee. If something should happen to our splendid crop to lessen it greatly or the demand of the world become so urgent that there would be no surplus and it would all be needed, the price could easily go above the guarantee. The government's troubles would be over and the storage and other wheat problems would vanish into thin air and the law of supply and demand would again operate.

Supply and Demand Should Govern: To my mind that is exactly what should occur, should the present prospect for a wheat crop become an actuality. It will be a boon not only to our own country but to the bread eating world if our fertile fields do produce a billion and a quarter bushels of wheat. I am sure our country would be doing our own consumers a grave injustice to attempt to hold the price of wheat so high in price as to suffer no loss. A commercial mistake was made when the price was fixed, it should never have been done even as a war measure. We should not, at this time, commit a greater wrong by forcibly holding the price of this crop at above its actual value measured in the markets of the world.

If prosperity is to shine on our country we must have cheaper raw material, to have cheaper labor, to have cheaper labor we must have cheaper food stuffs, to have cheaper food, butter, eggs, bread, poultry and milk we must have cheaper wheat. The whole structure of food prices rests largely on wheat values.

In my opinion a greater economic crime could not be committed than the government, by main force, maintaining the price of this wheat crop at the guaranteed price, regardless of the world's conditions or the necessities or welfare of our own people.

The Grain Dealers National Ass'n: It is hardly necessary to discuss with you the need of organization. I only need to ask you to turn your thots backward to a time when there were no grain organizations. Then grain traders, as they were called, were looked upon with suspicion both by the people who sold to them and the banks with which they did business. It was a rule that when a check for grain was received, the first duty was to hasten to the bank and cash it if it were possible, before the buyer made an assignment or left the country. When there were warehouses or elevators they were small, poorly equipped, had very little value and the trade as a whole was not in a prosperous condition.

Some twenty-five years ago organizations of grain dealers began springing up. First a few in separate localities would form local associations for mutual information and protection. These grew into district and later into state organizations so that now there is in every grain surplus state a good strong association made up of country shippers, track buyers and commission men. Since the advent of these organizations and the activities of our

splendid trade papers that have no superiors in any of our great industries, which have enthusiastically supported the legitimate grain trade as a whole, the country grain trade has been revolutionized and the morale of these engaged in the trade has wonderfully improved, until they have become the peer of men engaged in any other business and are the recognized leaders in all the activities, looking to the upbuilding of those communities in which they live. Their elevators have been rebuilt and improved with all modern appliances until no business of any character is better fitted to do the thing they are expected to do than are the country elevators of the grain growing states of our country.

These state associations are doing a great work and are vital to the grain trade. Twenty-three years ago far seeing men saw the necessity of a National Grain Dealers organization, one representing all the trade from the smallest grain dealer away out on the vast prairie to the largest exporter in the terminal market. Thus to meet this demand the Grain Dealers National Ass'n was organized and the struggle to build up a strong beneficial national organization began.

For years this struggle was a heart breaking one. The field was new, dealers were poor and not able or inclined to pay reasonable dues. At several times within the first few years, it all but failed but men who believed in it came forward with both time and money and kept it in the field until it proved to the trade as a whole that there was a real field for its endeavors and a necessity for its perpetuity.

I am sure that the past few years have proven to every thinking grain merchant in the country, that it has been a benefit to the trade far in excess of its cost and has richly repaid those splendid men who so sacrificed and worked that we might reap the benefits of this forceful organization.

It has grown until now it has about fifteen hundred direct members and over three thousand affiliated members. It has direct members in our sister country on the north the Dominion of Canada, as well as in more than thirty-five states of the Union.

When the National Grain Dealers Ass'n was organized there was a wide difference in grades and rules for grading between the many markets. One of the first tasks it undertook was to start a campaign of education to eliminate these differences and bring the inspection in the several markets nearer to uniformity. While all striven for has not been achieved, those who have been in business a few years know that great progress has been made and the goal may not be as far distant as some may think.

At the second Des Moines meeting was organized the Ass'n of Chief Grain Inspectors, who meet annually at the same time as our annual meetings. Their work has been valuable and has greatly aided the work of striving for uniformity in grades and inspection.

When our Ass'n was organized we had no Arbitration Com'te and the dishonest shipper and receiver alike preyed on the legitimate trade and no protection was to be had only thru costly litigation. This arbitration feature of our work is worth more to our members doing an interstate business than the annual dues charged. The trade rules have eliminated many chances for disputes and where they are understood by buyer and seller there is small chance for dispute and honest differences of opinion are easily adjusted.

While this work has been going on without much noise and blowing of trumpets, it has been of almost inestimable value to our members as well as the grain trade as a whole. For, remember this, when we do benefit our own members, we serve all of those engaged in the grain trade; and for this very reason you should all belong.

We think we are beset by scoopers and irregular dealers now, but twenty years ago there was hardly a country station anywhere that did not have one or more scoopers operating in it. Encouragement and support given local organizations, encouragement of the building of better houses, elimination of unfair practices and becoming well acquainted with neighboring dealers has caused scoopers to become very scarce and now they are no more a danger to the trade and only a petty annoyance.

The Reconstruction Period is here, gigantic problems are to be met and solved. Everything in the country for four years has risen enormously in value, expenses of doing business have doubled and quadrupled. We have become careless as to expenses and all is unusual and unreal. So we need stronger and better ass'ns than ever to assist us and our country and business back to a safe and sane basis without the sobering influence of a financial panic or such a political upheaval as they are having in Europe at this time.

The problem of handling the 1919 wheat crop, the return of the railroads to their owners, the wresting of the telephone and telegraph lines from the management of a socialistic postmaster general and many other grave and momentous problems will face the new con-

gress to be called together on President Wilson's return from France.

It is our duty to our country and of the highest importance to the grain trade that the Grain Dealers National be in a position to take part and help shape the settlement of the great questions that are of such transcendent importance to each member of the grain trade.

If we are to do the things you want done we must have your support and enthusiastic help.

Our great numbers are of little benefit unless we make use of them and they are almost irresistible if properly used in shaping legislation.

K. M. Bickel, of the Integrity Mutual Casualty Insurance Co., spoke on "Workmen Compensation." Compensation laws, he said, were first adopted in Germany, and he referred to this as one of the few good things that have come from that country. After describing the method of settlement between employer and injured employe which obtained under the common law, Mr. Bickel said that the principle of Compensation Laws is to pass on to society the cost of industrial accidents, protecting both injured man and employer. At common law each settlement usually resulted in a legal combat, the judgment usually depending upon the ability of the employer to pay, while many times the employe did not get all of his money because of the intervention of shyster lawyers.

He described compensation laws as specifying requirements as to payments for various injuries, the state handling the matter. The laws themselves vary in different states, but this variance is small.

That, for some reason which cannot be explained, infection cases are on the increase was stated by Mr. Bickel. A campaign is being conducted to remove from employes the idea of each being his own physician, even though the injury may seem to be of the most trivial nature. The use of iodine on new wounds was discontinued by the speaker.

Commenting on the usual history of an industrial accident when settlement is made under the common law; and even when it is made under a compensation law under certain conditions, Mr. Bickel said that the dissatisfaction which results in the mind of the injured man serves to create a hatred for the employer, which becomes a kind of bolshevism. Bolshevism, itself, he said, is here; and he gave it as the casualty companies' duty to do whatever it can to head off this menace by taking action to rehabilitate the injured man, making him once more a productive member of society.

An address on the "Western Grain Dealers Mutual Fire Ins. Co." was delivered by Jay A. King, Des Moines, pres. of the Company. Mr. King said:

Fire Insurance for Grain Elevators.

The most important questions concerning Fire Insurance as relating to the assured are the cost and the reliability of the Company. The absolute necessity for protection from loss by fire makes the question of cost a matter of large importance to the assured. Many commodities that are considered quite necessary for our well-being and reasonable enjoyment are not so essential that one is obliged to accept them at any price demanded. If the price is not satisfactory they can safely be declined. Not so with Fire Insurance. The property owner must either have protection against loss by fire or take the chance of financial disaster. Being compelled to have the protection against loss, the question is where to obtain dependable protection at reasonable cost. The answer is, in a mutual company.

A mutual fire insurance company conducted on a careful conservative basis, furnishes to its patrons protection at the lowest possible cost, the cost being the amount paid for fire losses, and for the actual expenses of conducting the business, plus a small percentage retained for reserve. Statistics covering a term of several years prove conclusively that insurance in mutual companies costs less than in stock companies.

Mutual fire insurance companies do business not only at lower cost, but also on a more satisfactory basis than stock companies and are more largely interested in reducing fire losses. It is evident that the less amount required to be paid for fire losses, the lower will be the cost of insurance in a mutual company.

Is Mutual Insurance reliable? Does it provide safe and dependable protection? Let us examine the record to determine the answer. The first Fire Insurance Company established in the United States was the Philadelphia Contributionship for the Insurance of houses from loss by fire. That company has been in operation continuously for 165 years, has accumulated a surplus of more than \$6,000,000.00, and furnished its patrons with insurance at an exceedingly low rate.

Prof. John A. Gilmore, Charlottesville, Va., finds that previous to 1917 about 2,900 mutual insurance companies had been organized in the United States, seven hundred of these having failed, retired, or reinsured, which is about 24% of the entire number, leaving 76% of all the mutuals organized still continuing to do business. He finds that about 1,550 stock fire insurance companies had started business in the United States, thirteen hundred or 84% of this total having either failed, retired, or reinsured, leaving about 250 or 16% remaining. That is, 76% of all mutual fire insurance companies have survived in comparison with 16% of the stock companies. It is claimed that no mutual fire insurance company has failed after acquiring assets of \$200,000.00.

Mutual Insurance is coming into favor of all classes of people because it has proven to be sound in principle, dependable protection, and conserves both property and money. The principle of mutual insurance is perfectly sound and entirely correct, and has been successful in all cases when a sufficient premium has been collected and a sufficient reserve maintained to pay the losses when they occur.

Fire Prevention: Mutual Insurance Companies are very much more interested in preventing fire losses than are stock companies. The prevention of fire losses is of greater service to the insured than the payment of losses after they occur. Mutual companies have recognized this principle in the conduct of their business, and were pioneers in fire prevention. Some 60 or 70 per cent of the fires in this country are preventable. This was recognized more fully during the world war than ever before, and a general endeavor was inaugurated throughout the country to prevent fires and conserve the resources of the country, resulting in a large saving of property from destruction by fire. Having learned the lesson, there would seem to be no good reason why the effort should not be continued in time of peace.

The principal cause of unnecessary fires is general carelessness. Allowing hazardous conditions to remain when known can properly be classed as criminal carelessness.

Prominent hazards are accumulations of dust and dirt in elevators, broken windows or other openings, drippings of oil from bearings, waste or cloths saturated with oil, smoking, hot boxes on account of not being properly lubricated, accumulation of trash and dirt, combustible material under or about the gasoline engine, gasoline in the engine room, or other parts of the building, the improper installation of electric power, defective wiring, electric motor unprotected in cupola or other room where dust accumulates, office stove or the pipe too near combustible material, roofs covered with shingles or boards, siding warped or loose in such way as to admit sparks. Most of these can be corrected or removed.

Inspections are made for the purpose of discovering, pointing out to the property owner, and causing to be corrected or removed any hazardous conditions that may exist. Inspection is now recognized as an important factor in the prevention of fires. It has been said that "the three cardinal principles of successful insurance under-writing are Selection, Inspection, and Rejection, but inspection is the greatest of the three." When an inspection of the property has been made by a capable inspector and any hazard or hazards discovered, and the owner of the property notified of their existence, if he refuses or neglects to comply with the suggestions made, the object of the inspection fails.

This company has for several years conducted a system of inspection of the risks carried with the view to a correction or elimination of any fire hazards that might be found. This inspection work has been the cause of considerable expense, but we believe the money to have been well spent because of the reduction in the amount of fire losses. It is much less expensive to adjust a fire loss before it occurs than afterwards. The gradual and continued reduction in the amount of fire losses in proportion to the amount of risks seems to be conclusive evidence that the inspection work is resulting in much good.

One of the most hazardous conditions is found in electric wiring when electric power is used. The work of installing electric power is sometimes done by those who have no proper experience or knowledge of the work, and oftentimes by those who have no interest in the work other than to get it done and obtain the money. The installation of electric power should be made with great care, and in an elevator the wiring to be perfectly safe should all be in conduit, the connections all made with proper fittings, the fuses enclosed in a metal case, a cut-off switch near where the wires

enter the building, and a lightning arrester near the building. In case the motor is in the cupola or other part of the building where an accumulation of dust occurs, it should be in a fire resisting enclosure.

Fire protection is also a matter of large importance. Fire extinguishers or barrels of water, or both, in convenient place and kept in proper order may be the means of preventing a disastrous fire. In our experience there have been many instances where fire extinguishers were the means of saving the property and only a small damage resulted.

Lightning rods are a greater protection than most people are aware. Statistics show that buildings properly rodged are so seldom damaged by lightning that lightning rods properly installed are very nearly 100 per cent protection. The credit we allow on the rate for lightning rods amounts to a sufficient sum to soon pay the cost of the rods. Every grain elevator should be protected with lightning rods.

The Western Grain Dealers Mutual Fire Insurance Co. was organized in 1907, as a Mutual Assessment Ass'n. Naturally the beginning was small. The business has increased each year, the growth has been steady and substantial, and the anticipated saving in cost has been more than realized.

In a Mutual Company that returns the unused portion of the premiums collected, if any, to its members, it does not matter so much whether the average rate charged is high or low as it does matter that it shall be equitable. It would not be equitable that the owner of an elevator not having any hazardous conditions should pay the same rate as the owner of an elevator more hazardous. The management of this company realizing this at the outset adopted a schedule of rates making a base rate for an elevator of standard construction with no additional hazardous conditions. To that base rate is added for what are called cumulative or deficiency charges to cover the risk of such conditions, and from such total the schedule provides for the deduction of certain amounts as credits.

One of the principal arguments used against Mutual Fire Insurance is that the assured may be called upon to pay large additional assessments, that there is no limit to the additional amount that may have to be paid. Since the organization of the Western Grain Dealers Mutual Fire Insurance Ass'n, there has never been a special assessment levied by it; on the other hand dividends have been returned and an addition to the assets has been made each year.

The assets of this company now amount to a sufficient sum to preclude the possibility of a special assessment having to be made.

The business of this company has outgrown the plan of an assessment association. We applied for change from Chapter V to Chapter IV and will soon have the Certificate from the Insurance Department of Iowa making the change from an assessment association to an insurance company, giving us broader powers and a better standing.

This company was authorized in 1918 to write insurance in South Dakota. It is intended to make application this month for authority to write insurance in Nebraska. We are assured that such application will be favorably received. We expect to have permission to write insurance in that state quite soon.

Sec'y Wells explained a chart which hung on the wall, and which gave the schedule of rates, cumulative charges and credits used by the Insurance Company. The schedule follows:

Insurance Schedule.			
Cumulative Charges.	Basis rate	Mini- rate	Average rate
Roof, shingle or wood.....	\$1.25	\$1.25	\$1.25
Roof, metal or composition.....	.25	.00	.25
Sides not iron clad.....	.10	.00	.10
Sides, iron clad.....	.50	.00	.50
Power, gasoline, attached.....	.50	.00	.50
Power, gasoline, detached.....	.50	.00	.50
Feed tank above ground within 10 ft. ....	.25	.00	.25
Feed tank under ground or more than 10 ft. ....	.25	.00	.25
Electric power ..... .	.25	.00	.25
Electric power motor in cupola ..... .	.50	.00	.50
Electric power standard installation ..... .	.10	.00	.10
Cleaner ..... .	.10	.00	.10
Sheller ..... .	.25	.00	.25
Dust or cob room attached ..... .	.15	.00	.15
		\$1.25	\$2.10
Credits.			
Water works ..... .	.15	.10	.10
Lightning rods ..... .	.10	.10	.10
Manlift ..... .	.10	.10	.10
			\$1.90
Contents of elevators 25c less than rate on building.			

Net Cost.

On minimum rate on building, 50% of \$1.25 = 62½¢ per \$100.
On minimum rate on grain, 50% of \$1.00 = 50¢ per \$100.
On average rate on building, 50% of \$1.90 = 95¢ per \$100.
On average rate on grain, 50% of \$1.65 = 82½¢ per \$100.

F. J. Conrad, of Cedar Rapids, Ia., was called upon by Pres. Wilder to speak on the "Installation of Motors." After considering this subject briefly, Mr. Conrad dwelt at some length upon a related matter, the installation and care of bearings in grain elevators.

Adjourned to 7 p. m.

The Banquet.

The banquet in the ball room of Hotel Martin on Tuesday evening was an enjoyable affair, and it was attended by practically every dealer present at the convention. Geo. M. Evenson, of Sioux City, acted as toastmaster, a position which he filled graciously and entertainingly.

A brief talk on the work of the Sioux City Board of Trade was delivered by W. H. Harter, of Sioux City, and musical numbers were rendered by the Board of Trade Quartette composed of Geo. Strom, D. H. Smith, J. P. Haynes, and Chas. Replogle.

The principal speaker of the evening was L. F. Gates, pres. of the Chicago Board of Trade. Mr. Gates spoke on "Future Trading an Essential Function in the Commercial Distribution of Grain." His address appears elsewhere in this number of the Journal.

Short talks also were made by J. W. Holmquist, of Omaha; Eugene Smith, sec'y of the Merchants Exchange, St. Louis; John M. Flynn, St. Joseph; and Wm. Murphy, Kansas City.

Wednesday Morning Session.

Pres. Wilder called this session to order at 9:30, and Sec'y Wells again spoke on handling costs, taking up especially matters connected with the risk of ownership, which he analyzed carefully. He said that a new feature of risk will have to be considered in handling wheat of the 1919 crop, this being due to the fact that the government guaranty will apply only to federal standard grades, and may not apply to wheat grading sample.

Adolph Gerstenberg, Chicago: The Food Administration will not buy smutty or musty wheat, or wheat not fit for human food. Heretofore the price on low grades has been determined by a com'ite, but you should not lose sight of the fact that "fit for human food" covers great latitude.

Pres. Wilder: Will a mixture of wheat and oats be considered not fit for human food?

Mr. Gerstenberg: I do not think so. The oats will be dockage. But barley mixtures may be a different matter, as the barley is considered an inseparable material.

Mr. Gerstenberg next spoke on the new oats grades, explaining them in detail, and showing the effect of the factors on the grading of oats usually grown in Iowa, Nebraska and South Dakota. He pointed out that the early effective date of the standards makes it possible for members of the Western Grain Dealers Ass'n to watch the grading of oats as they begin to move farther south.

Sec'y Wells: Is the moisture content in oats higher when they are in the sweat?

Mr. Gerstenberg: Yes; a little. You may have to be careful when they are in the sweat. If you will use caution you will have no trouble with the grades. They are more lenient than the old grades.

A dealer: Our freight rate is 31.7c. We are paying \$2 for wheat. If wheat goes above the basic price is it necessary for the country dealer to advance his price?

Mr. Wells: If you have a premium giving you more than 8c gross margin above your price to the farmer you might be considered a profiteer.

A Dealer: The government does not handle wheat for 8c. The Grain Corporation takes 14c or more and yet keeps us down to 8c.

Mr. Wells: What will happen to wheat in the hands of dealers on June 1?

Mr. Gerstenberg: I would say hustle and get rid of it.

J. P. Haynes, traffic commissioner of the Sioux City Board of Trade, addressed the convention on "How Present Transportation Rules, Rates and Regulations Affect the Grain Shipper." Characterizing the work of the Interstate Commerce Commission as fair, but stating that the Commission has been handicapped by reason of its operation under a law about half big enough for the country today, he stated that before the needed things can be accomplished we must have legislation to do those things. That Mr. McAdoo made a gross mistake when he surrounded himself with representatives whose whole study had been to get from the producer and consumer as much as possible was asserted by Mr. Haynes.

Mr. Haynes said the National Industrial Traffic League sent a committee to Washington soon after the railroads were taken over, to offer its assistance from the shippers' standpoint. Mr. McAdoo told the committee, he said, that he did not need the shippers and when he did he would call them.

"We have been before the freight traffic committee time and again," said Mr. Haynes, "but we always ran up against the same stone wall—the men whom we dealt with before the government took control."

The regulations affecting the traffic in grains were taken up by the speaker, and their effect on the business analysed. After considering the efforts of the grain trade to obtain relief in the objectionable matters, Mr. Haynes said that the shippers have not worked together, and have not been willing to have a thorough discussion of the questions involved. The railroads, on the other hand, are a unit, thus causing legislators at Washington to exclaim "You fellows (the grain shippers) can't agree among yourselves. What do you expect us to do for you?"

"I think the trade should get together," said Mr. Haynes. "Mr. Clark, of the Interstate Commerce Commission, told me he is beginning to get disgusted with the attitude of the grain trade in connection with Docket No. 9009."

In closing his address, the speaker strongly advocated the return of the railroads to their owners.

Sec'y Wells: Order No. 41 prescribes a form for filing loss and damage claims. Is it necessary to use this form?

Mr. Haynes: You can file your claim in any manner and the carrier will have to accept it, but in order to expedite the handling of claims it was thought advisable to adopt a uniform blank.

Mr. Wells: We have a form of our own that is much better.

Mr. Haynes: I desire especially to caution grain dealers that if they have a claim accruing since Jan. 1, 1918, that is not settled before Jan. 1, 1920, they had better threaten suit, or actually begin suit. If it is not settled, or suit started, before Jan. 1, 1920, the claimant will have no rights under the uniform B/L, and must resort to the common law rights which he has.

Sec'y Wells read an address on "The Government 1919 Wheat Price Problem." The address follows:

1919 Wheat Price Guaranty Problems.

The Food Control Act will expire when the peace proclamation is signed and the Enabling Act recently passed by Congress provides for the fulfillment of the government 1919 wheat price guarantee and is simply an extension of the broad powers of the Food Control Act and relates to wheat and wheat products only.

Under the provisions of this Act the President is authorized to make such regulations and issue such orders as may be necessary, to enter into any voluntary arrangements or agreements, to use any existing agency or agencies, to accept the service of any person without compensation, to co-operate with any agency or per-

son, to utilize any department or agency of the government including the Food Administration Grain Corporation and to co-ordinate its activities so as to avoid any preventable loss or duplication of effort or funds.

Under this provision the President may continue the Grain Corporation or any other agency or department of the Government to administer the Act.

The President is authorized to buy or contract for the purchase of wheat at the places designated for the delivery of same by proclamation or any other places as he may designate and to make reasonable compensation for handling, transportation, insurance and other charges with respect to wheat and wheat flour and for storage thereof in elevators, on farms and elsewhere and to take such steps to make such arrangements and to adopt such methods as may be necessary to maintain and assure an adequate and continuous flow of wheat and wheat flour in the channels of trade including the protection or indemnification of millers, wholesalers, bakers, jobbers and retail merchants who purchase in car load lots against actual loss by them on account of abnormal fluctuations in the price of wheat and wheat flour due to the action of the government. This provision would permit the Grain Corporation or any other agency that may be appointed to engage in the commercial handling of wheat and wheat flour to any extent desired and to make whatever arrangements regarding storage and transportation that might be considered necessary.

The President is authorized to prescribe regulations governing grain exchanges and boards of trade or may either wholly or partly prohibit operations, practices or transactions in wheat or wheat flour under the rules of any exchange or board of trade.

The President is authorized to license any business of importation, exportation, manufacture, storage or distribution of wheat or wheat flour in order to carry into effect any of the purposes of the act.

Violations of the Act are punishable by a fine of not exceeding \$1,000.00 and this Act shall cease to be in effect not later than the first day of June, 1920.

The problems attending the enforcement of this Act and the fulfillment of the 1919 wheat price guarantee will differ materially from the problems that arose in connection with the handling of the 1917 and 1918 wheat crops as in all probability there will be a large surplus in 1919 and a supply and demand price level much below the government guarantee price. Much of the wheat of the 1918 crop sold at a premium above the government price.

A police regulation of the farmer will be necessary in order to prevent fraud and abuse on his part as he will not be entitled to sell more wheat at the government price than he actually produced.

The licensing system will undoubtedly be applied to the grain trade as provided for in the Act.

The storage problem will be most serious as there is not one-half of the elevator storage that would be necessary to receive all the wheat if the entire crop should be marketed by the farmers as soon as threshed and the transportation facilities would be utterly inadequate to handle the shipments.

It is obvious that it will be absolutely necessary to make the best possible use of the storage on the farms and in country elevators. It would be impracticable and unwise to fill up all of the terminal market elevator storage with wheat so as to interfere with the storage and handling of other grains.

The Act provides for Reasonable Compensation for storage in elevators, on farms and elsewhere. Compensation for storage on farms and in country elevators implies government ownership of such grain but I cannot conceive how the government can practically assume ownership of wheat on farms or in country elevators where there is no official inspection and the government obligation to purchase wheat at the guaranteed price does not apply to wheat of no grade quality.

Presumably the most practical method by which compensation could be given for storage of wheat on farms and in country elevators would be to establish a graduated increasing price basis advancing the price for example 1c per bushel for each 15 days or fraction thereof during the crop year or so long as might be necessary to encourage the holding of wheat by the farmers or country dealers.

Such storage allowance should take into consideration the interest on the money invested which would amount to more than 1% per bushel per month to say nothing of the shrinkage and possible deterioration in quality. I doubt if compensation for storage at the rate of 1c per bushel for each 15 days or fraction thereof would be reasonable in as much as the farmer or country elevator operator would have his money invested. It might also be necessary that the government arrange for financing the country dealers to enable them to carry wheat in store for government account as in many cases the available banking facilities would be insufficient to provide the funds necessary to carry the wheat in store. The farmer and the

country dealer would assume the risk of ownership as to waste and deterioration.

There is, however, another view of this problem which is, that the government is not obligated under the President's proclamation to accept delivery of the 1919 wheat crop at any particular time so long as it is within the crop year and that the movement from the farmers may be controlled by the permit system of car supply.

The grain trade will be vitally interested in the agency that may be established to administer the Act and also to the personnel of its management as the welfare of the grain trade so far as wheat is concerned will depend upon the consideration given by such agency.

Important questions of policy will be as to whether or not the government will undertake to minimize its loss by maintaining a price for flour to the consumers of this country higher than the world's price level, also as to whether or not the government will undertake to conduct a business of domestic and foreign commercial distribution of wheat to the partial or complete exclusion of the grain trade in order to minimize its loss.

The government agency under the provisions of the Act may either absolutely monopolize the handling of wheat from the farmer to the consumer or may minimize its activity almost, if not entirely, to the point of returning the business to the grain trade and undoubtedly the size of the 1919 wheat crop will largely decide the policy of such agency in this matter.

As is well known, European countries have maintained a central agency for the purchase of grain in this country and will no doubt continue such agency for some time to come and such a central buying agency has an advantage in buying from unorganized individuals of the trade in this country and in as much as the price at which our surplus wheat is sold for export will directly affect the government's loss on its guarantee price to the farmer it will no doubt be considered necessary that the government maintain a central selling agency to cope with the efficiency of the foreign buying agency and thus control the exportation of wheat as incidental to negotiations of internal trade relations, an important feature of which is the financial ability of European countries to make payment for its purchases and the necessity of credit being extended by the United States.

If the wheat crop of this country should be largely marketed as soon as threshed the effect would be an abnormal depression of supply and demand price values which would materially increase the government loss and it will be an important problem to prevent such abnormal depression of the market value of wheat which possibly may be accomplished by holding back farm deliveries by the permit system or by the influence of storage compensation to farmers and country elevators.

The great question of the whole matter would seem to be as to when and where the government will liquidate its loss, whether by direct settlement with the farmer or by engaging in the commercial handling of the wheat and assuming the loss as in the usual course of business.

Undoubtedly the same practice will be followed as last year that a general conference will be held with the grain trade for the purpose of discussing tentative plans and by further conferences with a grain trade advisory committee as may be necessary in further promulgating plans and regulations.

After Mr. Wells had finished his address Pres. Goodrich of the Grain Dealers National Ass'n stated that he desires to have expressions from the trade regarding this problem, as he is to endeavor to obtain a conference with the agency that is appointed to administer the Act.

"Personally," said Mr. Goodrich, "I do not believe that under the Act they have any right to say what margin we should have. It appears the country elevators now are the only business whose profit is regulated almost to the vanishing point. I believe it is unfair and unjust."

Continuing, Mr. Goodrich said he believes the trade should ask, first, that the agency keep its hands off entirely; failing in obtaining that, it should insist that profit determinations should be on the basis of the annual turnover, and not on individual transactions.

Sec'y Wells recited some of the history connected with the matter of determining what should be a fair margin of profit. He stated that, after the Advisory Committee had met and considered the matter for several days a call was made at Mr. Stream's office in Washington to present the matter to him. Mr. Stream asked that the Committee submit its

recommendations in writing and call again the next day.

The com'ite then retired and prepared its recommendation in written form. When, the next day, the com'ite went to Mr. Stream's office, he was talking by 'phone to Mr. Barnes in New York. Mr. Stream told Mr. Barnes the com'ite was in his office, and informed Mr. Barnes of the nature of the Com'ite's recommendations, namely, that net profits not exceeding 5% on annual turnover of less than \$300,000 and 3% on annual turnover exceeding \$300,000 be considered reasonable.

This explanation drew from Mr. Barnes the statement that he could not accept or recommend those figures for the reason that already he had told the Federal Trade Com'isn about 5c to 8c would be a fair profit.

"I thought he meant 5c to 8c net," said Mr. Wells, "and I could not see anything very objectionable in that. But I learned later he meant 5c to 8c gross. That was very different. This impression that 5c to 8c would be sufficient was given to Mr. Barnes, I believe, by the country shippers who were present at the conference in New York last year. Some there said 3c enough. It was a false impression given to Mr. Barnes because the dealers themselves did not know their costs.

Adjourned for luncheon.

Wednesday Afternoon Session.

When Pres. Wilder had called the session to order at 1:30 p. m. he introduced J. A. Schmitz, Ass't Weighmaster of the Chicago Board of Trade, who delivered an address on "The Value of Accurate Weights." The address will be published in a forthcoming number of the Journal.

J. B. Trenchard, of Sioux City, representative of Fairbanks, Morse & Co., gave a technical explanation of wagon and truck scales, showing by the use of a chart why scales for weighing trucks must be constructed upon lines not called for in those scales used to weigh wagons. Mr. Trenchard also spoke briefly about hopper scales, automatic scales, and engines and motors for use in grain elevators.

E. R. Benson, of Sioux City, explained some of the problems which must be solved in the satisfactory dumping of grain from the bodies of motor trucks. He also discussed questions of insurance as applied to the dropping of oil from trucks while dumping.

The report of the auditing com'ite was read by Lee Davis, of Scranton.

The report of the resolutions com'ite was read by F. D. Milligan, of Jefferson, and the following resolutions were unanimously adopted:

Resolutions.

Return of Railroads.

Be it Resolved: That this organization favors the return of the railroads to their owners as soon as adequate legislation properly safeguarding and protecting the rights of the people during the period of re-construction and for the future can be enacted by the Congress, and including in such legislation laws which will protect the people in and guarantee to them the uninterrupted operation of the transportation facilities of the nation.

That we further favor the restoring to the Interstate Commerce Com'isn all the powers, authority and functions exercised by it prior to government control and such enlargement of its powers and functions as may be necessary to provide for the exigencies of the present situation, as well as for the future, to the end that such a regulatory system may be established as shall be fair to the carriers and fully protect the people in the efficient and uninterrupted operation of the railroads.

That we further favor the restoration to the state regulatory bodies of all authority, powers and functions enjoyed by them under state and federal laws prior to the period of government control, except in so far as same may be inconsistent with the general plan of re-organization which may be adopted.

That we further favor the enactment of such laws by congress as shall specifically define the powers, authority and functions of the Interstate Commerce Com'isn, and those of the state regulatory bodies, to the end that conflicts and

controversies as to jurisdiction and authority of each may for the future be avoided.

Handling Wheat Guaranty.

Whereas, under the authority granted by congress to the President of the United States, for the handling and marketing of the wheat crops of 1918-1919 the Grain Corporation has demonstrated large ability and efficiency in this work, and,

Whereas, the Grain Corporation now has the organization and equipment to continue this work; therefore, be it

Resolved: That we respectfully request and urge that the Corporation be continued with the same personnel as heretofore in charge of this important work during such time as the necessity exists for such control and supervision.

We further ask and urge that the margin of profit for handling the 1919 wheat crop by country elevators be not less than that allowed on coarse grains, namely, 3% net profit on annual turnover of less than \$300,000.00 and 2% on all in excess of \$300,000.00.

We further protest against any profit per bushel being fixed on individual transactions.

We further request that Pres. Barnes or his successor grant the country handlers of wheat a hearing at some convenient western city, that they might be heard on this all important question at the earliest date possible.

Future Trading.

Whereas, there is much prejudice in the public mind against the Grain Exchange system of future trading in grain because of the lack of knowledge of the economic function performed by such system, and,

Whereas, it is the general opinion among the grain trade that the rules of the Grain Exchanges may yet be improved so as to still eliminate abuse and non-essential vicious speculation without interference with the function to be performed,

Resolved: That it is the sense of this convention that the whole system of future trading and the rules and regulations of the different grain exchanges relating thereto be considered at a conference to be jointly arranged by the officers of the Grain Dealers National Ass'n and the Council of Grain Exchanges and that such conference be composed of delegates from the different grain exchanges and grain dealers ass'ns and the sec'y is hereby instructed to submit a copy of this resolution to the officers of the Grain Dealers National Ass'n, the Council of Grain Exchanges, and to urge their attention to the matter.

Grain Exchanges Necessary.

Whereas, the large volume of business in grain in this country requires the influence of open markets and the conditions existing during the world war and in the re-adjustment and re-construction of business has demonstrated an additional necessity during these times for the grain exchanges, and the benefits through them to the grain trade and producers of grain, and the handling of the grain crops; therefore, be it

Resolved: By the Members of the Western Grain Dealers Ass'n in convention assembled that we favor the continuation of the several grain exchanges, and the privilege of trading in futures on grain in order that the grain market may thereby be prevented from having the wide and detrimental fluctuations that will certainly occur in case the grain exchanges are curtailed in their activities or the business of trading in future denied.

Railroad Leases.

Whereas, the railroad companies are again increasing their rental charges for elevator sites, and also undertaking to require grain dealers owning elevators located on railroad right-of-way to compensate them for track maintenance and repairs,

Resolved: That it is the sense of the convention that inasmuch as this is a matter that affects the country grain dealers of all of the Grain Dealers National Ass'n that the officers of the Grain Dealers National Ass'n be urged to give the question of rental charges attention and that the officers of the different affiliated ass'ns be urged to exercise their efforts and influence in co-operation with the Grain Dealers National Ass'n to protect the grain shippers from such inconsistent and unreasonable charges.

Workmen's Compensation.

Whereas, the statutes of Iowa, South Dakota and Nebraska provide for Workmen's Compensation in a manner that removes the common law defense of the employer in cases of suits for personal injury, thus making it practically necessary for grain dealers operating country elevators to protect themselves by taking out Workmen's Compensation insurance as provided by law,

Resolved: That it is the sense of this convention that the executive com'ite of the Western Grain Dealers Mutual Fire Insurance Co. be requested to investigate the Workmen's Compensation Insurance laws of Iowa, South Dakota and Nebraska, and also the plans, financial responsibility of and the service rendered by the different companies writing Work-

men's Compensation and to prepare a report with recommendations, a copy of which to be mailed to each grain dealer in Iowa, South Dakota and Nebraska.

Order No. 57.

Whereas, we feel that the work previously done with the carriers, covering claim matters and our respective rights have largely been rendered inoperative by Railroad Administration Order No. 57 and related orders, that we endorse the efforts of the National Ass'n thru which we find most effective expression and urge consistent and persistent effort looking to the prompt withdrawal or cancellation of these orders.

Jay A. King offered the following resolution as a memorial to the late D. Milligan, of Jefferson. This was adopted by a rising vote.

In Memoriam.

Since the last previous meeting of this Ass'n one of our most highly respected members, Mr. D. Milligan, of Jefferson, Iowa, passed from this life.

As one of the founders of this organization, he occupied the office of Director, and by his able advice and wise counsel aided largely in shaping the affairs of this Ass'n and directing it along the proper course towards the success it has achieved.

Appreciating his valuable services, and recognizing his strong character, his business acumen and strictly honorable purpose, we seriously regret his demise and revere his memory.

The members of the Western Grain Dealers' Ass'n assembled in annual convention extend our heartfelt sympathy to the members of the family of the deceased.

Upon recommendation of the Nominating Com'ite, the following officers were unanimously elected:

Pres., C. C. Cannon, Paullina; vice-pres., Lee Davis, Scranton. Directors: J. R. Murrell, Cedar Rapids; J. C. Edmonds, Marcus; W. G. Goy, Tabor; J. E. Kennell, Fremont; E. H. Tiedeman, Fonda.

A Dealer: What will we do if the government puts an embargo on the movement of wheat and won't let us ship out?

One suggestion offered was that each dealer set aside a definite amount of storage space for wheat, refusing to buy more wheat when this was filled until he obtained cars.

Sec'y Wells: If the permit system is continued, why not take in one car load, then take no more until that car is loaded out?

Adjourned *sine die*.

Convention Notes.

A. C. Severson, of Brewster, was a Minnesota shipper present.

R. E. Harrington, of Baker, was the only Kansas dealer there.

The merits of Peoria were explained by J. A. Waring, of T. A. Grier & Co.

Minneapolis receivers were represented by J. P. Hessburg and J. H. Riheldaffer.

The Richardson Scale Co. was represented by H. R. Miller, J. D. Bulger and Wm. McCrum.

The St. Louis Merchants Exchange was represented by Eugene Smith, sec'y and John Dower, supervisor of weights.

Carnations were distributed each day of the convention by charming young ladies from the office of the Flanley Grain Co.

St. Joseph receivers were represented by J. W. Dailey, John M. Flynn, F. R. Windle and F. A. Wilkins, of the Geiger Grain Co.

C. L. Trapp, of the Trapp-Gohr-Donovan Co., exhibited a working model of that company's air controlled dump for motor trucks.

A. M. Nelson and C. T. Thorbus, representing the Richardson Grain Separator Co., exhibited a working model of the Richardson Oat Separator.

A working model of a dump for handling both wagons and motor trucks was exhibited by George Gutschow, representing the Combination Dump Co.

A handy table, showing the freight per bushel at any given rate per 100 lbs., with the 3% war tax added, was distributed by the Marshall Hall Grain Co.

A booth was maintained by F. J. Conrad for exhibiting items of mechanical equipment used in an elevator. Chief among these was a Sells Roller Bearing.

Officers of other ass'ns who came were P. E. Goodrich, Winchester, Ind., pres. of the Grain Dealers National Ass'n; and M. U. Norton, Mexico, Mo., sec'y of the Missouri Grain Dealers Ass'n.

The Taylor & Bournique Co. kept open house and distributed cigars and pencils to their friends. Representatives of the company in attendance included Miss Reese, L. G. Bournique, H. D. Baldwin, Fred Payne, and A. R. Taylor.

Milwaukee receivers' representatives were Wallace M. Bell and E. A. Armstrong, of the W. M. Bell Co.; I. Steenhoven; H. T. Bickel; C. W. Riley; Tom Berryman and M. E. Coffey, of E. P. Bacon & Co.; and A. L. Meigs.

Souvenirs included pencils by The Updike Grain Co., the Elmore-Schultz Grain Co., Taylor & Bournique Co., and the Slaughter-Burke Grain Co., a memorandum book by the Picker & Beardsley Com'n Co., and "A Sample of a Smile" by the Geiger Grain Co.

St. Louis receivers were represented by L. F. Schultz; T. M. Scott and J. W. Outhier, of Picker & Beardsley Com'n Co.; G. A. Stibbens; J. E. Miler, of Elmore-Schultz Grain Co.; and Geo. Martin, Jr., and Frank Bubb, of Goffe & Carkener Co.

Insurance men present were K. M. Bickel, of the Integrity Mutual Casualty Co.; Jay A. King, pres., and T. L. Wood and O. H. Holland, inspectors, for the Western Grain Dealers Mutual Fire Ins. Co.; and F. D. Monty, inspector for the Grain Dealers Fire Ins. Co.

The largest machinery exhibit was that of Fairbanks, Morse & Co., who showed a 40-h.p. Ball Bearing Type B Electric Motor, a 1,000-bu. Automatic Scale, a 10-h.p. Semi-Diesel Type Y Oil Engine, a Type Registering Beam for wagon and truck scales, and a suspension lever for a 10-ton truck scale. The exhibit was in charge of J. B. Trenchard, S. Knoblock, H. Maxwell and R. W. Lee.

Kansas City receivers were represented by E. A. Parrott and Chas. E. Stewart, of the Ernst-Davis Com'n Co.; Todd Sloan, of Goffe & Garkener; Major Moberly, of the Moore-Seaver Grain Co.; Marshall Bruce, of the Bruce Bros. Grain Co.; Harry C. Gregory; H. F. McMillen, of Vanderslice-Lynds Co.; S. A. Steensen, of the Mensendieck Grain Co.; J. E. Liggett; J. F. Leahy, of the Frank B. Clay Grain Co.; Wm. Murphy; D. C. Hauck, of the Moore-Lawless Grain Co.; and Cort Addison, of the Addison-Benton Grain Co.

A complete and interesting exhibit was conducted by C. G. Franks and Ralph H. Brown, federal grain supervisors, who were in charge of a booth provided by the Bureau of Markets. The different grades of wheat and corn were displayed, together with the equipment used to determine these grades. This equipment included the standard moisture tester, weight per bushel scale, kicker, screens, etc. The percentage of moisture allowed in the various grades of corn was shown graphically by bottles containing the maximum permissible quantity of water in a half bushel.

Chicago receivers were represented by Burton L. Figeley; Fred O. Ray, C. H. Thayer and W. J. Ray, of C. H. Thayer & Co.; C. L. Douglass, of E. W. Bailey & Co.; W. R. Hyde; H. A. Rumsey, of Rumsey & Co.; J. W. Radford and W. A. Putman, of Pope & Eckhardt Co.; Minthorne M. Day, of Simons, Day & Co.; Adolph Gerstenberg, J. DeCourcy and Andrew J. Moore, of Gerstenberg & Co.; L. F. Gates, W. G. Kelly, A. M. Vorhes, C. E. Hunter, M. E. Tracy and Jas. H. Barrett, of Lamson Bros. & Co.; Earl G. Cool, representing Philip H. Schifflin & Co.; W. W. Sylvester, of Bridge & Leonard; E. M. Richards; Albion P. Holbrook, Jr.; Gus

Vock; W. M. Browning; and W. M. Christie and L. L. Druley, of J. H. Dole & Co.

Leonard J. Keefe, Harley McCardle, W. A. Golden, J. P. Comstock and M. H. Howard, representatives of the Updike Grain Co., were at all times at home to the dealers in their rooms on the parlor floor. Samples of grain were on exhibition there, and pencils were distributed.

Des Moines men present included Wm. L. Ferrell; W. H. Bartz, of the Mid-West Consumers Grain Co.; and Max M. Patton, of the Taylor & Patton Co.

Omaha receivers were represented by H. E. Campbell, of the Wells-Abbott-Nieman Co.; G. Robinson; J. A. Linderholm, of the Crowell Elevator Co.; J. P. Comstock, of the Updike Grain Co.; E. H. Tiffany; Gay Miller and W. E. Fifield, of the Miller-Wilson Grain Co.; H. A. Pauls, of the Merriam Com'n Co.; J. W. Holmquist; E. E. Huntley; J. B. Swearingen, of the United Grain Co.; Joseph Whyte, of the Adams-Whyte Grain Co.; J. A. Cole and A. W. Hawkins, of the Nye Schneider Fowler Grain Co.; E. F. Otto, of the Dawson Grain Co.; and J. L. Welsh, of the Butler-Welsh Grain Co.

The entertainment furnished by the Board of Trade Wednesday evening was varied in its nature, but wholly a pleasant occasion. Numbers were rendered by stars from the Orpheum Circuit, including Miss Stella Mayhew, Miss Faber and Mr. Taylor, and Mr. Arthur Deagon. The latter also acted in the capacity of Director General of the entertainment, making the necessary announcements and refereeing the boxing and wrestling bouts. Music was provided by the Afro-Methodist Jazz Orchestra, directed by Douglas Fairbanks, and composed of Francis X. Bushman, M. Pickford and Charlie Chaplin. The Bolshevik Quartet, alleged to be made up of P. M. G. Burleson, Leon Trotsky, Chas. J. Brand and Rev. Mare Shorte, was scheduled to appear, but the sledding must have been difficult for it did not materialize. The program enjoined customers to "please check your guns, loaded dice and Fords at the door." An Hungarian lunch was served.

Nebraska shippers who came were J. W. Hutchinson, Central City; J. F. Westrand, Laurel; Wm. Verzani, New Castle; and W. O. Somers, Allen.

South Dakota shippers present were: W. L. Agler, Renibeck; A. C. Cochran, Wagner; Fred Chelsey, Platte; J. M. Doyle, Delmont; John Peebles, Hooker; F. J. Gunderson, Centerville; H. A. Hendrickson, Trent; M. K. Hofer, Fremont; F. B. Hollmann, Hooker; R. B. Meldrum, Sioux Falls; E. Overton, Meckling; J. A. Scroggs, Beresford; W. J. Shannard, Bridgewater; F. C. Zemlicka, Stickney.

Iowa shippers present included: W. G. Aus-

tin, Austinville; John Barnes, Hinton; W. Brock, Oto; C. H. Betts, Hartley; W. J. Banning, Farlin; R. W. Black, Cedar Rapids; B. Currier, Salix; W. A. Craley, Sheldon; J. Cathcart, Kingsley; E. M. Cassady, Whiting; C. E. Carpenter, Cedar Rapids; L. P. Coffman, Whiting.

M. E. DeWolf and M. E. DeWolf, Jr., Spencer; Lee Davis, Scranton; H. Eggink, Orange City; W. W. Eaton, Boone; R. A. Frazier, Nevada; P. R. Frazier, Morrison; E. W. Harkins, Doon; P. J. Harvey, Gowrie; C. H. Hurd, Rinart; W. B. Johnson, Whiting; W. H. Klein, Amwool; Joe Kobbermann, LeMars.

S. Londergan, Marcus; A. J. Mabie, Whiting; J. R. Murrell, Cedar Rapids; W. H. McDowell, Iowa Falls; C. M. Miller, Ticonic; J. I. McGonagle, Washta; F. D. Milligan, Jefferson; F. C. Pertensen, Halfa; F. F. Ruge, Everly; M. C. Rucker, Gladstone; H. L. Schmitz, Hokenick; Geo. A. Stebbens, Red Oak; F. J. Skewin, Greenville; Chas. Skewis, Storm Lake; E. F. Tiedeman, Fonda; F. E. Trainer, Ackley; L. L. Thunhorst, Craig; E. R. Wagner, Ankeny; W. Wilder, Cedar Rapids; Geo. J. Wolfe, Sheldon; C. F. Wagner, Spencer; A. J. Wilson, Spencer; R. L. Wood, Coon Rapids; A. J. Zuck, Cedar Rapids.

Elevator Wrecked by Locomotive Engine.

Three men were killed by being buried under tons of grain when a Canadian Northern passenger train between Saskatoon and Glidden, left the rails and crashed into grain elevator, about ten o'clock the morning of Mar. 25. The accident was caused by a faulty switch which turned the train on to a sidetrack as it was pulling into Ardath. The elevator was almost full of grain and toppled over on top of the engine at the first impact. The engine, which overturned, the baggage and express cars were engulfed, the bins of the elevator being cut away. The wreck is shown in the engraving herewith.

The fireman was alive when taken out, but died soon after. The engineer and operator could not be dug out before they suffocated. None of the passengers was injured.

Under the conditions of the right of way leases for elevator sites, and of the side track agreements the railroad companies are forcing upon grain elevator operators, the grain dealer is precluded from recovering damages for the destruction of his property by the acts of the railroad company, as in the case at Ardath. Under some forms of lease the grain dealer is made liable even to third persons for injuries and for damage to property remote from the track, so that in this case it would be legal for the heirs of Operator Bishop, under such a lease, to bring suit against the owner of the wrecked elevator.



Elevator at Ardath, Sask., Wrecked by Locomotive.

Grain Trade News

CANADA

Red Deer, Alta.—H. F. Kenny will build a \$7,000 elvtr.—B.

Spruce Creek, Man.—W. Hall will build a granary this year.—B.

Carroll, Man.—The Lake of the Woods Co.'s elvtr. burned Mar. 27.

Port Colborne, Ont.—The elvtr. owned by the Dominion government will be enlarged.—B.

Toronto, Ont.—The city officials are making an effort to secure a Dominion elvtr. here.—B.

Montreal, Que.—The Montreal Western Grain Co. has incorporated with a capital stock of \$100,000.—B.

Winnipeg, Man.—F. J. Anderson, pres. of the Grain Exchange, has gone to join Dr. Magill as representative of the Exchange at the Allied Trade Conference.—B.

Toronto, Ont.—The grain section of the Board of Trade contemplates sending a representative to England, with the representatives from the Montreal and Winnipeg Exchanges, to secure more wheat business.—B.

Fort William, Ont.—Black & Muirhead's elvtr. burned Mar. 25. The elvtr., which was of wood, contained 13,000 bus. of grain, valued at \$25,000. The \$200,000 loss to the building was mostly covered by insurance.

Winnipeg, Man.—The Grain Exchange turned its time ahead Mar. 31, to conform with the new daylight saving in the United States. On and after the above date the Exchange was open from 8:30 to 12:15 on each trading day except Saturday, when the hours will be 8:30 to 11.

Ottawa, Ont.—The government is introducing a bill to amend the Canada Grain Act, which it is understood, will deal with the question of overages, mentioned in the resolution of H. H. Stevens, of Vancouver, which has been before the House for some time. The government has accepted that the resolution stand until the bill is introduced, in order that they can both be considered at the same time.

A financial statement covering the operations of the board of grain supervisors for Canada, from the time of its creation in July, 1917, until July 31, 1918, shows that the board received approximately \$6,000,000 from the imperial authorities. Of this, \$2,500,000 has been returned. The total administrative expenses of the board for the 12 months amounted to \$46,737. The interest on the unused balances amounted to \$43,122, so that the net cost of the Board was a little over \$3,000.

COLORADO

Ault, Colo.—The Farmers Educational & Co-operative Union will build an elvtr. here.

Sterling, Colo.—M. L. Parker, of the Colorado Elvtr. & Grain Co., is no longer in the grain business.

Lafayette, Colo.—The Farmers Elvtr. Co. will build an elvtr. on land bot from the B. & M. Railroad.

Haxton, Colo.—The Plains Milling Mercantile Co. has remodeled its house, and our company is remodeling its house and installing a 10-ton scale.—H. E. Robbins, Farmers Grain & Trading Co.

ILLINOIS

Emden, Ill.—The Union Grain & Lumber Co. will build an elvtr.

Youngstown, Ill.—The Farmers Elvtr. Co. will repair its elvtr.

Sandoval, Ill.—The Hall Grain Co.'s new building is completed.

Humboldt, Ill.—The Farmers Co-operative Elvtr. Co. may build an elvtr.

Butler, Ill.—Frank Ware has bot the elvtr. belonging to C. B. Munday & Co.

Decatur, Ill.—The Staley Starch Works, which have been closed for several weeks, will reopen soon.

Atwater, Ill.—Geo. Klime is now mgr. for the Barnett-Womac-Atwater Elvtr. Co.

Gifford, Ill.—We have sold our business here to Jacob Johnson.—Wood Bros. & Co.

McClusky, Ill.—The McClusky Farmers Grain Co. will become a co-operative organization.

Smithshire, Ill.—I am leaving my position as mgr. for Shontz, Davis & Co.—J. B. Woodin.

Glenarm, Ill.—The Glenarm Grain Co. has bot the elvtr. belonging to F. E. Barbee & Co.

Putnam, Ill.—I have succeeded J. L. George as mgr. for the Putnam Grain Co.—J. C. Bacon.

Downs, Ill.—Davis Bros. & Daugherty have disbanded. I am living in Galesburg at present.—Wm. Daugherty.

Roanoke, Ill.—The Roanoke Farmers Ass'n is having a 60,000-bu. elvtr. built. L. N. Cope & Son are doing the work.

Seymour, Ill.—C. P. Bauman, of Mahomet, will succeed Edward Rising as mgr. for the Farmers Elvtr. Co.'s elvtr.

Seneca, Ill.—Burglars entered the office of the Seneca Farmers Elvtr. Co. Mar. 17, jimmied the safe and escaped with \$100.

Paxton, Ill.—The office of Riordan, Windsor & Co. here was discontinued in January following the death of Mr. Windsor.

Rio, Ill.—If we can secure a location and can get the railroad to give us a switch we will build a new elvtr.—F. L. Hough & Co.

Deer Creek, Ill.—The Farmers Grain, Live Stock & Coal Ass'n will build a new feed house. The company has had a very prosperous year.

Greenfield, Ill.—Farmers Co-operative Elvtr. Co. will incorporate with \$15,000 capital stock and build an elvtr. This will be the first elvtr. here.

Greer (Wellington p. o.), Ill.—Mr. Boughton, formerly of the firm of Swartz & Boughton, is planning to locate elsewhere.—Geo. Swartz & Co.

Beason, Ill.—The Farmers Grain Co., which operates an elvtr. here and one at Skelton, will increase its capital stock from \$20,000 to \$60,000.

Ogden, Ill.—A. M. Winter, of Bloomington, has been employed to manage Frank Supple's elvtr. He succeeds Edward Montgomery, who resigned.

Bloomington, Ill.—W. J. Mercer, who is traveling for the Bert Boyd Grain Co., of Indianapolis, will remove his headquarters to Indianapolis.

Chesterville, Ill.—Lon Davis and Allen Campbell have bot the Paul Kuhn Grain Co.'s elvtr. and will operate both elvtrs. here in the future, under the name of Davis & Campbell.

Lanesville, Ill.—A. H. Kinahan has resigned as mgr. for the Lanesville Farmers Grain Co. He will be succeeded by Russell L. Leonard, recently discharged from military service.

Carrollton, Ill.—The Carrollton Farmers Elvtr. Co. has let a contract for a 40,000-bu. concrete elvtr. to L. N. Cope & Son. The elvtr. will be equipped to handle small grain and ear corn.

Bradfordton, Ill.—Bradfordton Co-operative Ass'n incorporated; capital stock, \$15,000; incorporators, Wm. Koke, M. A. Cooper, J. J. Gardner, J. P. Moore and Norbert D. Springler.

Royal, Ill.—The Farmers Elvtr. Co.'s stockholders will vote to increase its capital stock from \$13,000 to \$28,000, and to change its policy so as to receive the benefits of the co-operative act.

Belvidere, Ill.—The elvtr. belonging to A. J. Hyland is being given a thoro overhauling and new machinery is being installed. The Burrell Engineering & Construction Co. is doing the work.

Bethany, Ill.—We will start work immediately on our new elvtr. It will have a 20,000-bu. small grain capacity and 20,000-bu. ear corn capacity, will be equipped with a motor drive, two stands elvtrs., automatic scale, sheller and cleaner and gravity loader.—Thos. W. Abrams Grain Co.

Eureka, Ill.—The west elvtr. of the Eureka Farmers Co-operative Ass'n burned Mar. 22. The building and three freight cars were destroyed. As the building was not in use no insurance was carried.

Sublette, Ill.—Sublette Farmers Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, Wm. H. Brucker, H. G. Hoffman, Geo. Erbes, Wm. H. Glaser, H. J. Roemmich, J. H. Oester and F. M. Blowers.

Prairie City, Ill.—R. N. Butters, who has been with the Prairie City Grain & Stock Co. and its predecessors for 21 years, is resigning his position as mgr., on account of his health. He will be succeeded by Ed. Penticco.

Goodenow, Ill.—Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators, H. W. Ohlendorf, Gus Ohlendorf, W. F. Deutsche, A. H. Fuelmeyer and Wm. H. Arkenberg. They will either buy or build an elvtr.

Farmersville, Ill.—The Farmersville Co-operative Elvtr. Co. has elected Chester Yard, pres., Fred Roovy, vice-pres., Ralph Rowland, sec'y, Frank Lowery, ass't sec'y, and M. D. Stead, treas. The capital stock is \$27,000.

Butler, Ill.—The Co-operative Grain, Livestock & Supply Co. has bot the elvtr. belonging to Frank Ware. The directors of the company are: Chas. D. Burris, Gus Rieke, Geo. D. Kober, J. W. Cress, H. A. Turner, J. A. Busby and L. A. Ward.

Peoria, Ill.—The convention com'te of the Illinois Grain Dealers Ass'n, composed of E. F. Schultz of Beardstown, E. M. Wayne of Delavan, and Victor Dewein of Warrensburg, is working on a good program for the annual meet-to be held here May 6 and 7.

Pleasant Plains, Ill.—The Pleasant Plains Elvtr. Co.'s elvtr. burned Mar. 21. Loss to elvtr. \$5,000, insurance \$5,000. Loss on grain \$20,000, insurance \$28,000. The fire was caused by locomotive sparks on the shingle roof of the elvtr. The owners will rebuild.

Lintner, Ill.—The American Grain Co. bot the elvtr. belonging to Mr. Donaldson, at public auction. Archie Gregory is general mgr. of the company, with headquarters at Decatur. The purchase included four private grain cars and a coal shed. A. C. Duncan is retained as mgr.

Greenfield, Ill.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$15,000; temporary officers, E. K. Metcalf, chairman, T. T. Ford, John Waller, J. G. Burns, Eugene Converse, M. L. Melvin, H. W. Stubblefield, J. A. Metcalf and John Allen, trustees, and G. A. Cole, sec'y.

Peoria, Ill.—The recently organized Conover-McHenry Elvtr. Co. has let a contract for a 500,000-bu. elvtr. to the Burrell Engineering & Construction Co. The plant will be equipped with drier, clippers, cleaner and other modern facilities for handling grain. E. B. Conover, John McHenry, U. J. Sinclair and other prominent grain men are directors of the company.

Springfield, Ill.—To facilitate the collection of claims against the railroads for loss of grain in transit the Illinois Grain Dealers Ass'n urges the dealers to write their representatives and senators at Springfield requesting that they vote for Bill No. 234 by Homer Tice of Greenview, and No. 235, also by Mr. Tice. No. 234 gives the shipper an attorney's fee in addition to the amount of the claim, and allows suit to be started 60 days after claim has been filed with the railroad company and remains unpaid. This will give shippers the same protection they enjoy under the Texas statutes. No. 234 specifically states that when the grain is not weighed by the railroad company the sworn statement of the shipper shall be taken as prima facie evidence of the amount loaded.

CHICAGO NOTES.

W. A. Gardner, well known grain man, is to represent King, Farnum & Co. in New York.

Things are looking brighter on the Chicago Board of Trade—the tower clock has had its face washed.

Jacob A. Hey, former treas. of the Chicago Feed Dealers Ass'n and member of the Board of Trade, died recently.

Riordan, Martin & Co. have opened a new office at 14 Exchange bldg., Union Stock Yards. Mark Mason and W. B. Lewis are in charge.

Chas. H. Dodd, formerly with Harris, Winthrop & Co., is now with Jas. E. Bennett & Co., and will be associated with Frank Miller on the floor.

The Board of Trade directors asked for a statement of all open trades in May corn of 25,000 bus. or more, at the close of business April 2.

Jas. J. Considine, member of the Board of Trade and head of the commission firm of J. J. Considine & Co., died recently. He was 55 years old.

A fire in the storage elvtr. of the Acme Malt-ing Co., on March 25, caused a loss of \$400. Water spoiled 100 bus. of malt. The elvtr. contained 160,000 bus. of malt.

John W. Murphy, who has been connected with the Board of Trade for 45 years, died April 8, of pneumonia. He was with E. Lowitz & Co. and was 58 years old.

Peter Herdian, trustee in the case of W. A. Fraser Co., bankrupt, has filed petition for an order to compromise a judgment for \$9,077 against Jas. W. Hoit for the sum of \$5,000, to be paid in cash to the trustee, and I have set the hearing for Apr. 12.—S. C. Eastman, referee in bankruptcy.

Lyman-Joseph Grain Co. of Milwaukee which formerly occupied Room 924 in the Postal Tele-graph bldg. has moved into Room 927 of the same building with the Mid-West Elvtr. Co. E. H. Sager, who has been in charge, has returned to Milwaukee, but will spend part of each week in the Chicago office.

We are indebted to John R. Mauff, sec'y of the Board of Trade, for a copy of the Sixty-first annual report of the trade and commerce of Chicago for the year ended Dec. 31, 1918. It is a compilation of statistics on grain, livestock, crops and prices and other correlated subjects, giving list of members and the rules of the Board.

The Board of Trade this afternoon voted on three amendments, all of which were defeated. The amendment to Sec. 10, of Rule IV, was voted down by a vote of 449 to 82; amendments to paragraphs H, I and J, Sec. 4 of Rule XIV, 165 for and 364 against; amendment to Sec. 9 of Rule IV, the vote was 120 for and 410 against. The total vote cast was 531.

Thomas Duncan, who for many years has been recognized as a leading writer on grain and flour, has lost his health and is writing an autobiography. John R. Mauff, sec'y of the Board of Trade, asks that the members show their appreciation of Mr. Duncan's devotion to the Board of Trade by taking enough subscriptions to the book to insure its publication. Those desiring to subscribe should communicate with the sec'y of the Board.

Following numerous complaints against them in 1916, Harney Bros. ceased to do business under that name. Later, Laurence & Co. began operating in Room 808 of the same building, one of the members being Laurence A. Harney, a son of Jas. H. Harney, who was formerly with Harney Bros. This firm did not continue in business long, being succeeded by the Producers Distributing Co., and still later by the Central Produce Co., in all of which some member of the Harney family has been interested.—Richard Peterson.

The following have been elected to membership in the Board of Trade: E. A. Walther, T. C. Hubbell, Martin S. McCarthy, J. F. Jelke, Jr., D. P. Cosgrove, J. G. Beaty, F. W. Donaldson, Abe Cohn, C. H. Stearne, J. W. McCardle, J. W. Kohler, M. E. Latiner, Leonard Brosseau and M. P. Kelly. Applicants for transfers are: C. E. Conley, J. C. Schwartz, O. L. Randall, E. L. Dwyer, G. W. Badger, C. M. McFarland, E. J. Skewis Jr. and W. L. Lyons Sr. Transfers have been made of the memberships of W. P. Freeman, Jno. E. McKee, C. A. Wright, E. H. Saeger, John F. Jelke and W. H. Bartlett. Memberships are selling at \$8,000.

Cash handlers of oats met Apr. 7 at the invitation of the rules and grain com'ites to consider deliveries and discounts on the grades of oats effective June 16 under the new oats grades. It was unanimously voted to recommend to the directors that No. 2 white oats be the contract grade. All thought No. 3 should be deliverable, but opinions on the discount ranged from 3 cents to 1 cent per bushel, and 1½ cents was unanimously agreed upon. Made up type samples were exhibited. One leading buyer declared the sample of No. 3 was of no value to an oat miller except as a feeding proposition for reselling. Another favored a discount that would keep out the mill oat. Another stated that the discount was only an emergency measure and the shippers would not be penalized by the discount

as the oats actually sold by sample, No. 3 within ½ to ¾ c of No. 2. The delivery of No. 1 white at a premium as provided by the present rules, at ½ cent was discussed. Final action on this and as to trading in old and new style will be taken by the directors after the Illinois State Public Utilities Commission has adopted the federal oats grades.

Lieut. C. K. Templeton, for ten years a member of the Board of Trade, has been awarded a distinguished service cross for extraordinary heroism in action. He has lost a leg and been otherwise seriously wounded, while serving his country in France.

Directors of the Board of Trade voted to remove the restrictions on provision trading, to become effective Apr. 9. The restrictions limiting the daily price fluctuations have been \$1 per bbl. on mess pork and 50c per cwt. on lard and ribs, which were put on Dec. 6.

INDIANA

Crothersville, Ind.—The Crescent Milling Co. will build a corn elvtr.

Noblesville, Ind.—The Noblesville Milling Co. has its new offices completed.

Hamlet, Ind.—Cecil Wallace, of Rossville, will be mgr. for the Lefforge Grain Co.

Mexico, Ind.—The Farmers Elvtr. Co. may buy the elvtr. owned by Reese Morgan.

Ligonier, Ind.—The Farmers Co-operative Elvtr. Co. will build a new storage house.

Stevens Station, Ind.—Mrs. Wm. Black was injured recently while working in her husband's elvtr.

Mulberry, Ind.—We are building an 18,000 to 20,000-bu. elvtr. here.—Jay Grain Co., St. Marys, O.

Marshall, Ind.—The Farmers Mutual Ass'n has bot the Rohm Bros. & Co.'s elvtr. Geo. Dooley will be mgr.

Martin (Armstrong p. o.), Ind.—The elvtr. of Igleheart Bros. was entered recently and robbed of \$6 and some checks.

Kirklin, Ind.—Carl W. Sims, of the Sims Milling Co., at Frankfort, Ind., has bot half the stock in the Kirklin Grain Co.

South Milford, Ind.—The elvtr. owned by Jay P. Strock burned Mar. 30. The loss was about \$3,000, partially covered by insurance.

Seymour, Ind.—G. H. Anderson will make extensive improvements on his elvtr. and install new machinery. Some additions will be built.

Kingman, Ind.—The Kingman Grain & Milling Co. has sold its mill and elvtr. to the Farmers Grain & Milling Co.—Hiram M. Brown.

Modoc, Ind.—I am building an addition for feed and seed, to the elvtr. recently bot from C. V. Graft.—Modoc Grain Co., W. P. Bright.

Mellott, Ind.—McCardle & Page have torn down their old elvtr. and will build an 85,000-bu. capacity elvtr., equipped with the latest machinery.

Onward, Ind.—The Onward Elvtr. Co. is building a 10,000-bu. concrete elvtr. to cost \$15,000. The Burrell Eng. & Const. Co. has the contract.

Ossian, Ind.—John Quackenbush has been acting as mgr. for Melching & Way since the injuries of Warren Patton and later the sickness of Geo. M. Way.

Bloomington, Ind.—Monroe County Farmers Grain Co. incorporated; capital stock, \$30,000; directors, B. F. Elrod, Harvey Stephenson and Wm. T. Johnson.

Milford, Ind.—Farmers Grain & Mercantile Co. incorporated; capital stock, \$25,000; directors, Victor Fuller, Milo Maloy, W. C. Wehrly and Floyd J. Flekner.

Talbot, Ind.—The Farmers Grain Co. has bot the elvtr. belonging to W. B. Foresman Co. I will be mgr.—Wills Samuel, formerly mgr. for the Ambia Grain Co., of Ambia.

Indianapolis, Ind.—Kendrick & Sloan Co., of Indianapolis and John F. Markert of Ora, have been elected to membership in the Indiana Grain Dealers Ass'n.—Chas. B. Riley.

Butler, Ind.—Butler Farmers Elvtr. Co. incorporated; capital stock, \$25,000; directors, Olive H. Grube, Luther W. Kinsey, Milt G. Sowder, G. F. Praul and Lester Gaseberg.

Twelve Mile, Ind.—The Farmers Elvtr. Co., which recently bot the elvtr. belonging to the Twelve Mile Grain Co., has been incorporated with a capital stock of \$20,000; directors, Willard Ault, Orville Snell, Fred W. Carson and Arthur O. Earl. Ira Kinzie is mgr.

Shideler, Ind.—Farmers Co-operative Co. incorporated; capital stock, \$40,000; directors, M. Peterson, Wm. E. Gump, Henry J. Williams, Taylor G. Gibson and Noah Brammer.

Kokomo, Ind.—Edwin Haak will move to and operate the elvtr. which he recently bot. The grain and feed store of the late C. Barlow has not been sold, as was erroneously stated.

Dunreith, Ind.—The Dunreith Elvtr. Co., successors to the Lines & Boyd Co., has been elected to membership in the Indiana Grain Dealers Ass'n. J. T. Myler is mgr. for the company.

Rich Valley, Ind.—We are improving building with a cement block office, Fairbank Auto Truck Scales, latest improved machine electric motors, etc.—Rich Valley Co-operative Elvtr. Co.

Sheridan, Ind.—Farmers Co-operative Co. incorporated; capital stock, \$50,000; directors, W. E. Wilson, Elmer E. Teter, C. P. Coleman, Spencer Ogle, W. H. Stahl, Cove Horney and Anson M. Bell.

Francesville, Ind.—Farmers Elvtr. Co. incorporated; capital stock, \$50,000; directors, M. Hill, W. C. Richardson, Nicholas Goller, Albion Gudeman, S. D. Herring, Edward Mayhugh and L. M. Poundstone.

Van Buren, Ind.—Farmers Equity Exchange, incorporated; capital stock, \$30,000; directors, Dale Strickler, Chas. Nelson, Clinton Craney, L. C. Doyl and L. Y. Hydorn. The company will build an elvtr.

Pendleton, Ind.—I am mgr. for the new Pendleton Elvtr. Co. organized by farmers who bot Mr. Aliman's elvtr. I was with Walter Aliman nine years. The company is capitalizing at \$30,000.—J. W. Jacobs.

Lapaz, Ind.—Lapaz Grain Co. incorporated; capital stock, \$10,000; directors, Daniel D. M. Cullough, Roller F. Kleckner and Frank Albert. The company will buy the elvtr. belonging to Mr. Wilson, who will be mgr.

Carmel, Ind.—Farmers Co-operative Ass'n incorporated; capital stock, \$50,000; directors, Warner Stanley, Albert Kinzer, Jesse Johnson, V. Almond, Luther Cravens, Robert Collins and C. F. Roberts. An elvtr. will be built.

Warren, Ind.—The Farmers Equity Union has been formed with Ovid A. Pulley, Geo. Elliot, Marion Gephart, Harley Stech and Sanford Shideler as directors. The union will buy an elvtr. here and one at Buckeye or will build.

Indianapolis, Ind.—Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, and of the state millers ass'n, has also been made pres. of the Provident Investment Ass'n, and is a director of the Washington Bank & Trust Co.

Centerville, Ind.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$50,000; officers, John Jackson, pres., Jas. Harris, vice-pres., Porter Pike, sec'y and Gaar Eliason, treas. The company may buy the elvtr. belonging to Creitz & Deardoff.

Hoover, Ind.—The Farmers Elvtr. Co. has reorganized here, with a \$20,000 capital stock, and will operate an elvtr. here and one at Twelve Mile, Ind. I will be mgr. of both, assisted by H. W. Enyart. Some repairs will be made on the Hoover plant.—H. Rea.

IOWA

Essex, Ia.—The Farmers Co-operative Exchange will build an elvtr.

McGregor, Ia.—Gilchrist & Co. are wrecking their old elvtr. and will rebuild.

Sioux City, Ia.—Two additional stories will be built to the Grain Exchange building this spring.

Aurora, Ia.—The farmers are organizing and buying out the Berriman & Elliot Grain Co.—Farmers Grain Co., Winthrop, Ia.

Patterson, Ia.—My intentions are to build a new elvtr. this spring.—Roy Potter.

Ellsworth, Ia.—The Farmers Elvtr. Co. is reorganizing under the co-operative law.

Storm Lake, Ia.—Fred Haasmann, of Merrill, is now mgr. for the Farmers Elvtr. Co.

Le Grand, Ia.—Mr. Dan Glidewell is mgr. for B. L. Cook.—G. H. McCarel, former mgr.

Gladbrook, Ia.—W. D. Schreckloth has let contract for the erection of a 15,000-bu. cribbed addition to his elvtr. to the Newell Construction Co.

Des Moines, Ia.—The managers of the various offices of the Armour Grain Co. held a meeting here recently.

Garden City, Ia.—Jewel Bockwitz, returned soldier, has been appointed mgr. for the Farmers Elvtr. Co.

Fayette, Ia.—I have taken over and am operating the elvtr. formerly owned by Graf Bros.—Jas. Richards.

Burlington, Ia.—Wm. E. Sheldon, Frank Melinger, John Y. Whiteman, and others will erect a grain elvtr. here.

Reinbeck, Ia.—T. S. Cathcart Sons have sold their elvtr. to the Central Lumber Co., who have been operating it.

Lake City, Ia.—A. F. Going, mgr. for the Farmers Elvtr. Co., has been sadly bereaved by the death of his wife.

Rockwell, Ia.—E. J. Campbell, formerly mgr. for the Farmers Elvtr. Co., has been cited by the war department for bravery.

Halfa, Ia.—F. C. Petersen contemplates the erection of an addition to his elvtr., and the installation of an automatic scale.

Creston, Ia.—L. M. Randolph has been appointed mgr. for the Farmers Co-operative Co., which recently bot Gault Bros. elvtr.

Alexander, Ia.—W. H. McDowell has sold his elvtr., on the M. & St. L. Ry., to C. G. Schulte, of Thor. Possession has been given.

Estherville, Ia.—The Slaughter-Burke Grain Co., of Sioux Falls, has opened an office here and is having a private wire installed.

Cedar Rapids, Ia.—Hatch & Brockman have opened offices here to conduct a general grain business, and to operate country stations.

Le Grand, Ia.—Le Grand Grain & Stock Co. incorporated; capital stock, \$25,000; officers, D. M. Ferguson, pres., and C. W. Johnson, sec'y.

Centerville, Ia.—We have sold our elvtr. here to a farmers' union. Our West Branch elvtr. is equipped with electricity.—West Branch Feed & Grain Co.

Clear Lake, Ia.—About \$200 worth of damage was done by burglars who blew open my safe, shattering furniture and windows, on Mar. 17.—J. S. Clausen.

Toledo, Ia.—J. B. Maricle, who had resigned as mgr. for the Farmers Elvtr. Co., has withdrawn his resignation and has been re-elected for another year.

Albion, Ia.—G. H. McCarel, formerly mgr. for B. L. Cook, at Le Grand, has succeeded F. M. Darling as mgr. for the Farmers Elvtr. Co., the former having resigned.

Maxwell, Ia.—C. B. Wells, local mgr. for the Armour Grain Co., has accepted a position as general salesman for the E. W. Ross Manufacturing Co. of Springfield, Ohio.

Sioux City, Ia.—The L. C. Button Co., formerly of Platte, S. D., has opened offices in the Grain Exchange building, where it will conduct a general grain commission business.

Boone, Ia.—The Farmers Elvtr. Co.'s elvtr. burned recently. The building contained 3,000 bus. of oats, 300 or 400 bus. of corn, coal and lumber. The loss was covered by insurance.

Paulina, Ia.—The elvtr. belonging to Metcalf & Cannon burned Mar. 31, together with some grain. They had just spent \$3,000 on improvements. The elvtr. will be rebuilt immediately.

Crystal Lake, Ia.—Leslie Paulson, who has resigned his position with the Crystal Lake Farmers Ass'n, will be succeeded by W. Tanner, of Klemme.

Cedar Falls, Ia.—The Farmers Co-operative Exchange will soon start work on a new 40,000-bu. elvtr. The elvtr. will be fireproof and equipped with up-to-date machinery. A. D. Wier is manager.

Estherville, Ia.—Howard Baldwin, of the Greig & Zeman grain dealers, has accepted a position as traveling solicitor, with Taylor & Bournique, of Milwaukee, with headquarters at Mason City.

Clutier, Ia.—A Farmers Elvtr. Co. is being formed here with a capital stock of \$15,000 and will buy or build an elvtr. Officers are: Wm. Jones, pres., F. J. Kubik, vice-pres., and M. A. Caslavaka, sec'y.

Fort Dodge, Ia.—Tom Lyons, formerly mgr. for the Farmers Elvtr. Co. at Manson, Ia., has just returned from service and will be traveling solicitor for the Cargill Grain Co., of Milwaukee, with headquarters here.

Conrad, Ia.—The following directors are interested in the new farmers elvtr. company: John Cline, pres., Al Stover, treas., Grant Hurlbutt, sec'y, John Cross, John Brindle, David Ryan and Forni Klinefelter.

Grinnell, Ia.—We have purchased a 3-story brick building, which we are remodeling for our offices. It is located near the elvtr. We will install two Fairbanks Truck Scales.—B. E. Edwards, mgr. Farmers Elvtr. Co.

Marne, Ia.—Fred N. Moon, who was in the grain business here for many years, lost his life in a fire in his barn recently. Mr. Moon had retired from the grain business and gone on a farm. He leaves a wife and two children.

Sheldon, Ia.—C. L. Johns, formerly traveling representative for the Rogers Grain Co., has resigned and accepted a position with the Trans-Mississippi Grain Co., of Omaha. He will be located at Cherokee, Iowa, but as soon as wire connections can be installed here he will take charge of the Sheldon office.

Des Moines, Ia.—C. A. Wright, pres. of the Des Moines Elvtr. Co., who was wanted on two indictments, one for embezzling \$9,115 and another for removing 30,000 bus. of oats belonging to the F. M. Hubbell estate, gave himself up Mar. 29. When arraigned, he pleaded not guilty. His bonds were fixed at \$2,000 on each charge. The company will probably be reorganized as the result of the charges.

Marcus, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Const. Co. for a 35,000-bu. cribbed, iron-clad elvtr. with 12 bins, 2 legs, 15-h.p. motor, 1,500 Richardson Automatic Scale and 10-ton Fairbanks Truck Scale with type registering beam. A seed and feed warehouse 40x28 will adjoin the elvtr. A waterproof concrete pit and basement will permit of easy cleaning and oiling.

Grundy Center, Ia.—The Farmers Co-operative Elvtr. Co. has taken over the entire grain business here, purchasing the elvtr. and business of both line companies, including 2 elvtrs. of the E. E. Billings Grain Co. and 2 elvtrs. of the Greig & Stockdale Grain Co. L. G. Clay, formerly of the E. E. Billings Grain Co., will be mgr.—J. C. Smith, sec'y and treas., Farmers Co-operative Elvtr. Co.

Sioux City, Ia.—The Flanley Grain Co. will build a 110,000-bu. reinforced concrete elvtr. head house on property owned by the Terminal Grain Corporation. The house will be designed to permit of an increase in its capacity by building concrete tanks in connection with the head house. The Mariner Terminal Elvtr. Co. has let contract for the erection of a 250,000-bu. reinforced concrete elvtr., and the King Elvtr. Co. is contemplating the erection of a 1,000,000-bu. elvtr.

Little Rock, Ia.—In the case of the Davenport Elvtr. Co. vs. John Halloren for failure to deliver some grain bot under contract, the jury has found a verdict of \$1,576.71 as the amount due the grain company for the difference in price between the date of purchase and the date on which it demanded delivery. The condition of the roads at the time of the sale made delivery impossible and Mr. Halloren later sold the grain to another party, claiming the contract had been forfeited by lapse of time.

KANSAS

Parsons, Kan.—The Rea-Patterson Milling Co. is building a new warehouse.

Norton, Kan.—Olive H. Taylor is mgr. for the Norton County Co-operative Ass'n.

Wamego, Kan.—The Lord Milling Co. will build an 8,000-bu. addition to its mill.

Haggard, Kan.—The Farmers Elvtr. Co. has employed a new mgr. and will reopen soon.

Bremen, Kan.—Fred Krome will build a grain elvtr. on or near the site of the one now standing.

Kingman, Kan.—Frank Antrim has bot an interest in the grain business of V. M. Ravenscroft.

Hunnewell, Kan.—The Farmers Grain Co. has succeeded H. L. Tankersley & Co.—Farmers State Bank.

Williamsburg, Kan.—The Williamsburg Elvtr. & Supply Co. has incorporated with a capital stock of \$10,000.

Home City, Kan.—We are doing some repair work on our elvtr. and enlarging our dump.—Farmers Co-operative Exchange, J. M. Hart, mgr.

Radium, Kan.—C. W. Henry will succeed C. H. Wagner as mgr. for the Kansas Farmers Grain & Supply Co.

Shady Bend, Kan.—E. Morton has bot the elvtr. belonging to the Shellabarger Mill & Elvtr. Co., of Salina.

Leonardville, Kan.—Walter F. Smith has succeeded John Pfeffer as mgr. for the Farmers Union Elvtr. Co.

Ottawa, Kan.—John Kramer, elevator man, has just completed a 30-year period of service with the Ottawa Milling Co.

Wellsford, Kan.—The Consolidated Flour Mills Co., of Hutchinson, has bot the elvtr. which belonged to C. R. Rixon.

Hamlin, Kan.—The Farmers Co-operative Ass'n is building an elvtr. and storage house. A. F. Roberts has the contract.

Galva, Kan.—We have just completed an addition to our elvtr. of two 900-bu. bins over the driveway.—Farmers Grain Co.

Salina, Kan.—Perry Rice will succeed A. H. Curtis as mgr. of the Orthwein-Matchette Grain Co.'s office at the Board of Trade.

Beverly, Kan.—The farmers' organization has bot the elvtr. which belonged to the Shellabarger Mill & Elvtr. Co., of Salina.

Ely, Kan.—The Pawnee County Grain & Supply Co. has bot the elvtr. belonging to the Southwest Grain Co., of Hutchinson.

Groveland, Kan.—Farmers Union Co-operative Ass'n incorporated; capital stock, \$5,000; incorporators, P. W. Seidel and I. O. Hopkins.

Greensburg, Kan.—The Farmers Grain & Supply Co. will increase its capital stock from \$20,000 to \$40,000 to build an elvtr. at Joy.

Garfield, Kan.—Steve Prather, mgr. for the Farmers Grain & Supply Co., has resigned and will be succeeded by C. H. Wagner, of Radium.

Mercier, Kan.—The Germantown Grain & Supply Co. has let the contract for a 11,000-bu. elvtr. to A. F. Roberts. The work will begin immediately.

Vassar, Kan.—Farmers Co-operative Elvtr. Ass'n incorporated; capital stock, \$10,000; incorporators, Wm. Priebe, Alvin Peimann and Herman Poertner.

Salina, Kan.—A state farmers union co-operative brokerage business will be established under the jurisdiction of the Jobbing Ass'n of the State Farmers Union.

Atchison, Kan.—The Blair Milling Co. has bot property adjoining its pancake mill and will alter the buildings and use them. Later a mill will be built on the site.

Herkimer, Kan.—Ed Horman, recently returned from the army, will succeed Geo. Bluhm, who has resigned as mgr. for the Herkimer Stock & Grain Co.

Schroyer, Kan.—H. Kueker has resigned as mgr. for the Farmers Elvtr. Co., to accept a position with the Salina Produce Co. He is succeeded by W. R. Welch.

Inman, Kan.—The Enns Milling Co. is building a 70,000-bu. elvtr. of reinforced concrete, equipped with a 2,000-bu. hopper scale and electric motors. The Burrell Engineering & Construction Co. has the contract.

McPherson, Kan.—The Wall-Rogalsky Milling Co. will build an addition to its mill, which will give a storage capacity of 30,000 bus. The Burrell Engineering Co. has the contract.

Pretty Prairie, Kan.—Geo. E. Gano has bot the interest of Jake Baker in the Rock Milling Co. He is now the sole owner of a string of 36 elvtrs. in this part of the state.

Topeka, Kan.—B. F. Bogard, of the Kansas State Grain Inspection Department, died recently of influenza. He was formerly with the Board of Trade inspection office. He was 51 years old.

Wichita, Kan.—The H-Q Hay & Grain Co. has bot a 2-acre site, adjoining that of the Wichita Terminal Elvtr. Co. and will make extensive improvements, including a 1,000-ton frame hay warehouse.

Gypsum, Kan.—I have bot the elvtr. here belonging to Wm. Teichgraber and will operate it in connection with the City Mill & Elvtr. in which I am associated with my father, B. E. Teichgraber. We have let the contract for a 65,000-bu. concrete storage and additional flour and feed warehouse.—R. F. Teichgraber, Emporia, Kan.

Montezuma, Kan.—J. A. Hilyard, of Dodge City, has bot the H. B. Wheaton Grain Co.'s elvtr. here and will take charge Mar. 15. M. J. Long, formerly connected with the firm, is with the Ford Co-operative Exchange, at Ford.

Irving, Kan.—Jas. Gillette has resigned as mgr. for the Farmers Elvtr. & Live Stock Co. to become mgr. for the newly organized Farmers Co-operative Lumber Co. at Marietta. He will be succeeded here by C. W. Chitty, of Bigelow.

Overbrook, Kan.—The Farmers Union Co-operative Ass'n, which recently purchased the elvtr. of Eagon & Co., has elected the following officers: John Atchinson, pres., W. H. Madden, vice-pres., S. A. McCracken, treas., and John J. Cooper, sec'y and mgr.—Thos. Hupp, ass't mgr.

KENTUCKY

Louisville, Ky.—Sebastian Zorn, head of the S. Zorn & Co.'s grain house, has been re-elected pres. of the Louisville Water Co.

Louisville, Ky.—A fire in the sixth, seventh and eighth floors of the malt house of the Kentucky Malt & Grain Co., April 2, resulted in a \$30,000 damage. The plant is a branch of the Fleischmann Malting Co., of Chicago. Grain valued at \$120,000 was stored in the house and became water soaked, which will add to the loss.

MARYLAND

Kennedyville, Md.—Jas. Metcalf, of Charles-town, Md., will build a concrete elvtr. and frame warehouse here.—W. J. Maisey, Price, Md.

BALTIMORE LETTER.

Wm. C. House, corn products broker, has applied for membership in the Chamber of Commerce.

The annual auction sale for the choice of grain and flour tables on the Chamber of Commerce floor, was held Apr. 7.

Joseph M. Warfield has been appointed ass't second vice-pres. of the Food Administration. He succeeds Herbert Sheridan, who will resume his duties as traffic mgr. of the Chamber of Commerce.

Lee Gallaher, federal grain supervisor for the Bureau of Markets, U. S. Department of Agriculture, will be transferred to duty in Kansas City. He will be succeeded here by Supervisor Harold Anderson.

A fire, which started from the friction in a belt shaft of the No. 1 elvtr. of the Pennsylvania Ry. Co., was quickly extinguished by the prompt work of the employees. Less than five bus. of grain was damaged.

MICHIGAN

Goodells, Mich.—I am not in the grain business now.—Joseph J. Martin, formerly prop. Martin Elvtr. Co.

Charlotte, Mich.—F. F. Flaherty, mgr. of Belden & Co.'s Michigan office, and wife are receiving congratulations on the arrival of a baby boy, Francis Charles Flaherty.

Alma, Mich.—The Board of Trade has taken an option on the Alma Grain & Lumber Co.'s entire business. They will reorganize the company which is capitalized at \$100,000.

MINNESOTA

St. Peter, Minn.—The Atlas Elvtr. Co. has installed a new cylinder corn sheller in its elvtr.

Menahga, Minn.—Abraham Haataja has succeeded Chas. Lohi as buyer for the Farmers Elvtr. Co.

The Peterson Bill, to prohibit the trading in grain futures, was defeated by a vote of 22 to 39, on Apr. 8.

Donaldson, Minn.—A. W. Headrick has bot and will operate a privately owned elvtr., taking possession June 1.

St. Paul, Minn.—A bill in the state legislature would make grain buyers pay for dockage on basis of "commercial" value.

Bemidji, Minn.—The elvtr. belonging to the Beltrami Elvtr. & Milling Co. burned Apr. 7, with a loss exceeding \$30,000; insurance, \$13,000.

Faribault, Minn.—E. E. Pettys, sec'y for the Farmers Elvtr. Co., has been acting as mgr. during the prolonged illness of L. H. Dickey, mgr.

Blue Earth, Minn.—The Blue Earth Farmers Elvtr. Co. has let a contract to the T. E. Ibberson Co. for the erection of a large coal handling plant.

Holt, Minn.—The officers of our company are, P. A. Risberg, pres., J. A. Sorum, sec'y, B. Docken, treas. and H. J. Oien, mgr.—Holt Farmers Elvtr. Co.

Middle River, Minn.—The following officers have been elected for the new Farmers Elvtr. Co.: E. M. Evans, pres.; H. M. Scovel, vice-pres., and E. M. Evans, sec'y and treas.

St. Paul, Minn.—Luther D. Danelz, treas. for the Capitol City Milling & Grain Co., was asphyxiated in his garage Mar. 23. He was 24 years old and leaves a wife and young son.

Alvarado, Minn.—A. H. Nystrom, of the Independent Grain Co., lost his wife and four-year-old child from influenza recently. Mr. Nystrom also had a severe attack of the malady.

Nerstrand, Minn.—The Farmers Elvtr. Co. has bot two elvtrs. belonging to M. T. Gundersen and will operate them under the name of The Farmers Elvtr. of Nerstrand. Ole Hegnes is mgr.

St. Paul, Minn.—Petersen's bill to regulate trading in grain for future delivery has been re-introduced with an amendment exempting trades where delivery is not made but in good faith intended.

Beardsley, Minn.—The Farmers Elvtr. Co. will increase its capital stock and build a new 40,000-bu. elvtr. and coal elvtr. The policy of the company will also be changed to that of a co-operative company.

Otisco, Minn.—Chester Doerr, formerly mgr. for the Farmers Co-operative Elvtr. Co., at Hartford, S. D., is mgr. for the new Otisco Farmers Elvtr. Co., who recently bot the elvtr. of Everett, Augenbaugh & Co.

Comfrey, Minn.—The Farmers Elvtr. Co. is having its elvtr. re-sided and a new office built. A new foundation, pan, spouting, dump and a type Z Fairbanks-Morse Engine will be installed. Chas. Lampen is mgr.

Hilltop, Minn.—We have decided to not build an elvtr. here but will erect a machinery warehouse at Wylie. It was voted that an elvtr. would make the company too large.—The Wylie Farmers Elvtr. & Mercantile Co., H. Bergstrom, mgr., Wylie, Minn.

Marshall, Minn.—We will increase the capacity of leg and install motor with direct drive from top of leg and increase the capacity of our coal elvtr. I have returned to the grain business after an absence of about six months.—N. H. Mongeau, mgr., Marshall Milling Co.

St. Paul, Minn.—C. A. Hohle, of the Farmers Grain & Tractor Co., has been arrested on charge of using the mails to defraud. He is said to have advertised that he would buy Liberty Bonds at the market price or in exchange for tractors. G. F. Urban, complainant, says he sent \$400 in bonds to the concern and was to receive \$285.50, but received no reply.

Minneota, Minn.—The elvtr. of the Dahl Elvtr. Co. was destroyed by fire on the morning of Mar. 19. As the building stands on private land quite a distance from the main track the fire could not be attributed to locomotive sparks. The building was a total loss, but it was fully covered by insurance, as was the loss in stock. The total loss was about \$7,000. Contract for a new elvtr. has been let to the T. E. Ibberson Co.

MINNEAPOLIS LETTER.

S. J. McCaull, sec'y of the McCaull-Dinsmore Co., is recuperating from a recent operation.

A resolution passed by the senate and sent to the house, is intended to re-establish Minnesota grain grades at the expiration of the federal price guarantee.

The Minneapolis Grain Shippers Ass'n held its annual meeting April 3 and elected the following officers: Frank J. Seidl, pres., E. J. Grimes, vice-pres. and W. E. Mereness, sec'y. and treas.

Despite the fact that the Atlantic Elvtr. Co. is legally dead, thru neglect to renew its articles of incorporation, the officers continue to do business. The corporation will be renewed by virtue of a special act of the legislature.

We own no elvtr. but do commission and shipping business. A. J. Atkins is pres., R. L. Remund, vice-pres. and treas. and J. C. Atkins, sec'y. We are in reality a change in name from A. J. Atkins Grain Co.—Atkins & Remund Co.

The Viehman Grain Co. has let a contract to the T. E. Ibberson Co. for the erection of 80,000-bu. cleaning house and a warehouse.

A bill filed with the Senate authorizes the Railroad and Warehouse Commission to prescribe a uniform system of accounting by public local warehousemen receiving and shipping grain.

Fire in the wheat house of the Washburn-Crosby Co.'s "A" mill Mar. 18, compelled flooding of the building, which contained 15,000 bu. of wheat, as the heart of the fire could not be located.

J. C. Whelan, formerly Minneapolis mgr. of the United Grain Co. of Duluth, is in the grain commission business on his own account. Herbert Higburg has succeeded him as mgr. of the Union Grain Co.'s office.

The following memberships in the Chamber of Commerce Ass'n have been transferred: from G. C. Bagley to D. M. Gilman, W. O. Timmerman to T. E. Hawkins, J. C. Miller to D. C. Hagen, S. A. Dalton to Herbert Higburg and C. Whelan to S. P. Christianson. The following have requested transfer of membership from T. S. Ingenhutt to W. H. Graves, Z. E. Stacks to R. A. Dinsmore, E. E. Strouts to Richard V. Carlson, W. J. Bettingen to H. W. Ladish and Hans Sorenson to H. L. Flood. C. Atkins has applied for traveling representative's license to represent the Atkins-Remund Co.

MISSOURI

Boonville, Mo.—The Farmers Club may build an elvtr.

Amoret, Mo.—I have sold my elvtr. to John Bragon, of Amsterdam.—Frank A. Cline.

Rockport, Mo.—Jas. O. Bell has been elected mgr. for the Christian Bros. Mercantile Co.

St. Clair, Mo.—The St. Clair Roller Mills is now in operation. E. S. Max is proprietor.

Clearmont, Mo.—We will rebuild our elvtr. with a 6,000 or 7,000-bu. structure.—Clary & Clary.

lantha, Mo.—The grain elvtr. here will be sold to the recently organized Farmers Co-operative Elvtr. Co.

Eldorado Springs, Mo.—Eddlemon & Cook have bot and are operating, the elvtr. belonging to Cook Bros.

Slater, Mo.—The Coke Elvtr., owned by the Glasgow Mill & Elvtr. Co., has been bot by the various farm clubs of this locality.

Bloomfield, Mo.—A recent storm took off the roof and otherwise damaged the Buck & Toole Milling Co.'s plant to the extent of \$1,000.

The Liberty Milling Co., of which H. C. Nunn is head, will build an elvtr. at North Kansas City, where it has already secured a site.

Odessa, Mo.—The Farmers Club has bot the elvtr. belonging to Van Meter, and will remodel it. It is planned to build a new \$12,000 concrete elvtr. next year.

Butler, Mo.—The Butler Co-operative Grain & Live Stock Supply Co. has been formed here. The directors are: J. W. Cress, G. H. Hober, C. D. Burris, J. A. Busby, H. G. Reike, L. A. Ward and H. A. Turner.

St. Joseph, Mo.—The Grain Exchange has adopted the new rule that all sales or consignments made after regular trading hours must be reported to the sec'y within 30 minutes after time of sale or not later than five o'clock p. m. of the date of sale.

St. Joseph, Mo.—The proposed amendment to the rules and regulations of the Grain Exchange, to read, wheat 1% of selling price; maximum, 1½c per bu.; minimum, 1c per bu., instead of, 1% of selling price, minimum, 1c per bu. as at present, was defeated.

Dalton, Mo.—We have almost completed our alterations on the elvtr. which we bot from the Dalton Grain Co. It now has a capacity of 30,000 bu. and is equipped with all modern machinery. We are also building a storage and office building. W. C. Bailly is doing the work.—Farmers Elvtr. Co., Chas. W. Steiman, sec'y.

Chillicothe, Mo.—The H. P. Scruby Milling & Elvtr. Co. and the Scruby Bros. Grain & Implement Co. have consolidated with a capital stock of \$50,000. The new company, under the name of the Scruby Bros. Grain & Implement Co., will conduct buying stations at Chillicothe, Sampsell, Norville, Bedford, Dawn, Creamridge, Ulica, Moorsville and Stirges.

Vandalia, Mo.—The Farmers Elevator & Supply Co. is building a new concrete elevator and warehouse, 20,000-bu. capacity to cost \$20,000. The Burrell Eng. & Const. Co. drew the plans.

Maitland, Mo.—I have bot the interest of W. I. DeBord, in the grain elevator of Cook & DeBord and will conduct the business in the future. Mr. DeBord retires on account of failing health.—J. F. Cook.

The statement contained in the published report of the appointment of M. U. Norton as sec'y of the Missouri Grain Dealers Ass'n was erroneous in its reference to Mr. Norton's army service. The report was to the effect that his organization was on the Atlantic Coast, ready to sail when the armistice was signed. The facts were that the organization was still at Camp Funston, but had received its entraining orders, which were canceled when hostilities ceased. Mr. Norton has asked that this correction be made.

KANSAS CITY LETTER.

James T. Bradshaw has been reappointed State Grain & Warehouse Commissioner of Missouri.

D. H. Kresky, of the Gateway Milling Co., has been admitted to membership in the Board of Trade.

The office of the Claiborne Commission Co. has been removed to the Glover Building, opposite the Board of Trade.

The Lieber Brokerage Co. has been established here to do a brokerage business. Ernest Lieber, who has been in the grain business for a number of years, is head of the company.

The following transfers of membership in the Board of Trade have been made: from Samuel Hardin to D. H. Kresky and from R. F. Atwood to E. S. Thresher. The latter membership sold for \$12,500. W. W. Leeds has also been elected to membership.

Miss Gladys Nicholson, daughter of Wm. S. Nicholson of the W. S. Nicholson Grain Co., writes her mother and father from New York City that she has arrived safely from overseas on the transport "George Washington." Miss Nicholson has served in France as an army nurse for nearly three years; for the year previous to her enlistment with the United States army nurse corps base hospital number 9 she was a Volunteer Army Nurse with the French army hospital at Juilly, France, where many of her patients were French boys wounded in the defense of Verdun.

ST. LOUIS LETTER.

Philip F. Shirmer, one of the oldest members of the Merchants Exchange, died Mar. 21, of heart trouble.

The following have applied for membership in the Merchants Exchange: Frank H. Nesmith, E. M. Sparks, Chas. A. French, B. J. Joster, T. P. Bond, R. B. Lancaster, E. C. Bergs and Eugene C. Bergs.

We will not operate an elevator at present but will do receiving and shipping business on commission basis. Our officers are: R. B. Lancaster, pres.; F. H. Nesmith, vice-pres. and treas., and J. A. Lancaster, sec'y. Mr. Nesmith was formerly with the Louisville Milling Co. and Ballard & Ballard & Co. of Louisville. We are closely associated with the La Fayette Corn Flour Mills at La Fayette, Ind.—La Fayette Grain Co.

St. Louis, Mo.—On Tuesday, April 8, members of the Merchants Exchange voted on the proposition to amend section 3 of Rule 19 so that if carried, it would read as follows: "On and after the 15th day of April, 1919, all wheat purchased by a member of this Exchange, to arrive, from all stations East of a line drawn North and South of the Missouri River Rate Basing Points, subject to Saint Louis or East Saint Louis inspection, shall in addition to all other charges prescribed by the Rules of this Exchange, be subject, for the purpose of covering all financing and handling expenses, to a charge of 1% of the value of the wheat so purchased, but not less than 1½¢ per bushel. Subject, however, to the following exception: where 'to arrive' trades shall be made between members of this Exchange actively engaged in the grain or milling business in Saint Louis on a bid posted during the session of the Exchange for the required two-minute interval, the following charges shall be understood as applying between such members on such transactions ½ of 1%, but not less than ¾¢ per bushel."

Chas. H. Teichmann, head of the Teichmann Commission Co. and for 63 years a member of the Merchants Exchange, died Apr. 3.

D. L. Boyer, former sec'y for the Missouri Grain Dealers Ass'n, is now representative for the J. L. Frederick Grain Co. on the floor of the Merchants Exchange.

Eugene J. Gissler, who was mgr. for Ware & Leland while W. E. Stewart was in Europe, will be sec'y of the reorganized Hubbard & Moffitt Commission Co., with which he was formerly connected.

MONTANA

Devon, Mont.—The International Elevator Co.'s elevator, burned Mar. 20. The loss was total.

Wolf Point, Mont.—P. G. Miller has returned from the aviation service, at San Diego, Cal. He will remodel his elevator and install electric power.

Red Lodge, Mont.—The Treasure State Grain Co.'s elevator, burned Mar. 13, with a loss of about \$60,000, including 20,000 bus. of grain. The company will rebuild.

Roundup, Mont.—The Farmers Elevator Co., with elevators here and at Gage, will combine with the Montana Grain Growers of Great Falls. Olaf Jensvold will be retained as mgr.

Harlem, Mont.—J. H. Campbell, mgr. for the Farmers Equity Co-operative Ass'n, is resigning in favor of the former mgr., Fred Pippy, who has just returned from the service of Uncle Sam.

Valier, Mont.—The Valier Elevator Co. is having some new machinery installed and is repainting the building. The Glasser Construction Co. is doing the work. The new equipment includes Monitor Cleaner, Richardson 48-inch Separator, and 2-pair high 9x24 feed mill.

Barber, Mont.—The elevator, belonging to the Farmers Elevator Co. is to be sold at auction, the creditors having forced the sale by foreclosing a mortgage. The directors of the company are all signed up on the notes held by creditors, in such a way as to make them personally liable for the debts, and they will fight the suit. The sale is set for Apr. 10.

Helena, Mont.—House bill 416, which makes the Montana Railroad commission a trade commission having supervision over all flour mills in the state, was approved by Governor S. V. Stewart Mar. 18. A provision of \$10,000 is made to be used by the commission in carrying out its duties. The bill requires mill operators to deliver flour in exchange for wheat, at a toll fixed by the trade commission. The railroad commission will call a meeting of the grain producers and milling men of the state to put the law into effect.

NEBRASKA

Minatare, Neb.—A. G. Smead is now mgr. for the Farmers Union.

Crete, Neb.—The Farmers Union is building a new mill and elevator.

Atlanta, Neb.—C. B. Seldomridge will install a new scale in his elevator.

Malcolm, Neb.—Lester Thompson will be mgr. for the Malcolm Grain Co.

Roseland, Neb.—T. W. Jones will build an office for his grain business.

Odell, Neb.—W. L. Temple is no longer mgr. for the Central Granaries Co.

Overton, Neb.—The farmers at this point will build a 20,000 bu. cribbed elevator.

Howell, Neb.—E. G. Herman is no longer agt. for the Nye-Schneider-Fowler Co.

Holdrege, Neb.—The Farmers Equity Exchange will build another elevator here.

Bladen, Neb.—C. B. Seldomridge will install conveyors under his large storage bins.

Pauline, Neb.—John McCleery will remodel his elevator, if he can get competent help.

Bertrand, Neb.—Tom Phillips has been employed by the Bertrand Equity Exchange.

New Castle, Neb.—We have recently installed an automatic scale.—Wm. Veranzi.

Omaha, Neb.—John H. McCray, son of E. M. McCray of the Vincent Grain Co., died Mar. 7.

Franklin, Neb.—I expect to make some repairs on my elevator this summer.—N. E. Gaily.

Beverly, Neb.—We have not sold our elevator, as was erroneously reported.—F. C. Krotter Co.

Vesta, Neb.—Julius Schleip will succeed R. G. Myers as mgr. of the farmers union elevator.

Maskell, Neb.—W. C. Espe, of Minneapolis, is now mgr. of the McCaul-Webster Elevator Co.'s elevator.

Fremont, Neb.—The Farmers Union Co-operative Ass'n has begun work on a new office and lumber shed.

Moorefield, Neb.—A. J. Swanson will succeed James Pearson as mgr. for the Moorefield Equity Exchange.

Lindsay, Neb.—Fred F. Walter of Humphrey has succeeded John Bares as our mgr.—Farmers Elevator Ass'n.

Arlington, Neb.—O. C. Roberts is improving his elevator and will install a Fairbanks-Morse 10-ton Truck Scale.

Monroe, Neb.—I am not engaged in the grain business at present.—C. O. Hart, former mgr. Monroe Farmers Ass'n.

Waverly, Neb.—C. J. Nickerson has sold his elevator to C. Wilson and R. E. Reitz Grain Co. R. E. Reitz will be mgr.

Cornlea, Neb.—We are putting in a lumber yard and will erect sheds.—C. A. Peters, mgr. Farmers Grain & Lumber Co.

Stapleton, Neb.—I am now local mgr. for the Lexington Mill & Elevator Co., successor to the Western Grain Co.—A. Foster.

Atkinson, Neb.—Farmers Co-operative Ass'n incorporated; capital stock, \$100,000; Hugo Alfis, pres., and S. A. Hickman, sec'y.

Magnet, Neb.—The Colson-Holmquist Co. has let contract to the Newell Construction Co. for the erection of a 23,000-bu. cribbed elevator.

Bladen, Neb.—C. W. Munson, of Hastings, will succeed Mr. Williams as mgr. for the Farmers Co-operative Elevator & Supply Co.

Thayer, Neb.—The old elevator of the Louis C. Keller Lumber & Grain Co. is being wrecked to make room for the erection of a new one.

Dixon, Neb.—I have resigned as mgr. for the Farmers Elevator Co. here and will be mgr. for the Farmers Elevator Co. at Alvo.—W. Z. Hand.

Osmond, Neb.—The Holmquist Grain & Lumber Co. has let contract to the Newell Construction Co. for the erection of a 23,000-bu. cribbed elevator.

Wayne, Neb.—The Geo. Lambertson elevator, now owned by the Crowell Lumber & Grain Co., burned Mar. 24. The loss of \$7,000 is covered by insurance.

Utica, Neb.—Work has begun on the 45,000-bu. elevator of the Utica Farmers Grain Elevator Co. The Burrell Engineering & Construction Co. has the contract.

Fairfield, Neb.—The Farmers Union Co-operative Ass'n and the Farmers Elevator Co. at De-weese have consolidated.—E. P. Johnson, mgr., Spring Ranch Grain & Supply Co.

Ayr, Neb.—The Farmers Co-operative Mercantile Co. has let contract to I. J. Herring for a 15,000-bu. iron clad elevator with a 10-horsepower engine, a Barnard & Leas Separator and a 500-bu. hopper scale.

Shelton, Neb.—G. L. Bastian and several other local men bot the Farmers Elevator Co.'s elevator from M. G. Lee, who held the controlling interest. The company is to be reorganized. A. F. Bills is now mgr. for the company.

Valparaiso, Neb.—Sparks from a locomotive engine caused fire in the elevator of the Valparaiso Grain & Lumber Co., Mar. 18, destroying the house and 2,500 bus. corn. Loss, \$8,000, was covered by insurance. Will rebuild.

Ithaca, Neb.—Robert M. Railsback, who had been mgr. for the Railsback Grain Co. 27 years, died recently of heart failure. He was born in Tazewell County, Ill., in 1865. He leaves a wife, one daughter, a mother, three brothers and two sisters.

Dalton, Neb.—The Farmers Elevator Co. is installing a Eureka Cleaner, Western Sheller, 8-bu. Richardson Automatic Scale, new leg with Hall distributor and one each 10 and 15-horsepower motors. A grinding room for grinding corn meal will be added.

Brock, Neb.—The Brock Grain Co. is out of the grain business and handles only lumber and coal. The Bartling Grain Co., L. I. Norton, mgr., and Farmers Union Co-operative Co. operate elevators here.—T. B. Reeve, mgr., Farmers Union Co-operative Ass'n.

Omaha, Neb.—W. H. Chambers, who went to California on account of wife's poor health, is slowly recovering from a very serious operation. Recently he has had a twelve-day siege with the sleeping sickness, but is improving rapidly and hopes to be himself again shortly.

Omaha, Neb.—Boyd W. Carey, formerly with the Grain Exchange, died Apr. 4, at a hospital in Brooklyn, N. Y., from the effects of a wound received while in service in France.

NEW ENGLAND

Boston, Mass.—C. H. Weeks and Martin Witte have been appointed receivers in the case of L. C. Daniels.

Rochester, N. H.—The Rochester Grain Co. has taken possession of the feed mill which it recently bot. Walter King is mgr.

Northfield, Mass.—W. H. Barber, of Greenfield, has bot of John R. Dunnel the grain business he has conducted here since 1895.

Brattleboro, Vt.—An elvtr. in E. Crosby & Co.'s warehouse, fell Mar. 22, when the cable broke, and injured Geo. Hebb and Geo. H. Merrill.

Groton, Mass.—A. H. Thompson & Sons Co. incorporated; capital stock, \$5,000; officers, Asa H. Thompson, pres.; C. L. Thompson, treas., and D. B. Thompson, clerk.—S.

Charlestown, N. H.—E. Crosby & Co., Brattleboro, have added the grain business of Kendall Bros. to their line of branch stores. Clifton W. Barrett will be mgr. of the store.

St. Albans, Vt.—Thos. Delaney, employed by the St. Albans Grain Co., caught his finger in the belt of a conveyor, around which he was working, causing the finger to be amputated.

Newington, Conn.—Newington Grain Club incorporated; incorporators, Clinton S. Barrows and Joshua Delson of this place and H. S. Blake of New Britain. The purpose of the new corporation is to advance trade and social intercourse.—S.

Westerly, R. I.—Clifford W. Campbell has disposed of his interest in the grain business of C. W. Campbell Co., and will engage in the wholesale grain business in Boston. He has been in Westerly for the past twenty years. Harvey Perry and F. C. Buffan, Jr., who have been associated with Mr. Campbell in the local business, have taken over his interest.—S.

NEW JERSEY

Belle Plain, N. J.—Hess-Goodwin Co., incorporated; \$50,000 capital stock, to handle hay, grain and timber.

NEW YORK

Glen Head, N. Y.—W. & M. Grain & Feed Co. incorporated; capital stock, \$5,000; incorporators, J. Harris and H. Milk.

Starkey, N. Y.—We cannot tell just what business we will do this year as we have only recently incorporated. E. A. Beers is pres. and H. J. Roof, vice-pres.—A. H. Clapper, Lake-mont, sec'y and treas. Farmers Co-operative Ass'n.

NORTH DAKOTA

Bowdon, N. D.—The Occident Elvtr. Co.'s elvtr. burned recently.

Drayton, N. D.—The Drayton Farmers Elvtr. Co. has purchased new equipment.

Cleveland, N. D.—The Farmers Elvtr. Co. has let the contract for a new elvtr. to the T. E. Ibberson Co.

Kelso, N. D.—The Kelso Equity Elvtr. & Trading Co. will wreck its two old buildings and build one new elvtr.

Carrington, N. D.—Fred Beier, Sr., of the Hammer-Halvorsen-Beier Elvtr. Co., is recovering from a recent operation.

Grand Forks, N. D.—The farmers of this vicinity are making an organized effort to have the state owned terminal elvtr. built here.

Griffin, N. D.—I have quit the grain business and the house here will be closed until August.—M. M. Morser, local buyer for the Bowman Equity Exchange and Farmers Equity Union.

Wing, N. D.—I have succeeded Alex R. Hill as mgr. for the Great Western Grain Co., at Wing, N. D. Mr. Hill is now with the Wing Farmers Co-operative Ass'n.—Albert C. Nelson, formerly mgr. Great Western Grain Co., at Sherack (Euclid p. o.), Minn.

OHIO

Weston, O.—Chas. Patterson is now mgr. for the Rural Grain Co.

Mercer, O.—I have bot the elvtr. of the J. I. Dysert Co.—C. M. Bayman.

Haviland, O.—We have started operation in our new elvtr.—Elkenbary Bros.

Bowling Green, O.—The Hub Grain Co. is planning to add more building space.

Briceton (Toledo p. o.), O.—The elvtr. of John Wickenhiser & Co. burned Apr. 1.

Gallup, O.—We will build an elvtr. soon. Gallup Co-operative Grain Co., M. Hayes, mgr.

Okolona, O.—I have succeeded D. W. Narin as mgr. for the Okolona Grain & Stock Co.—F. P. Long.

Vanlue, O.—The Vanlue Grain & Supply Co. will increase its capital stock from \$25,000 to \$75,000.

Norwalk, O.—The Firelands Elvtr. Co. will let a contract for an elvtr. near the N. Y. C. tracks.

Columbus, O.—Wm. S. Cook, of McCord & Kelley, has returned from a three months stay in Florida.

Holgate, O.—The Holgate Grain & Supply Co. has increased its capital stock from \$15,000 to \$40,000.

Morral, O.—The Morral Lumber & Grain Co.'s elvtr., which contained several thousand bus. of grain, burned Mar. 28.

Arcanum, O.—Arcanum Equity Exchange Co. incorporated; capital stock, \$25,000; incorporators, Samuel Dull and others.

Vickery, O.—We have sold our elvtr. to the Erlin Farmers Elvtr. Co. Possession will be given May 1.—Vickery Grain Co.

Boughtonville, O.—Farmers Exchange Co., incorporated; capital stock, \$25,000; incorporators, J. J. Underwood and others.

Beach City, O.—W. M. Seifer sold out to Justus & Bose Apr. 1, 1918. They operate the mill but not the elvtr.—Schlafley Elvtr. Co.

Barberton, O.—The Barberton Milling Co. discontinued business in May, 1918, and at present there is no elvtr. here.—L. C. Hamilton.

Hanler, O.—We have bot the elvtr. owned by G. C. Cruikshank and now operate both elvtrs. here.—Hamler Co-operative Grain Co., A. Ring-lein.

Erlin (Fremont P. O.), O.—The Farmers Elvtr. Co. has bot the Vickery Elvtr. Co.'s elvtrs. and other holdings at Vickery and Whitmore.

Upper Sandusky, O.—The U. S. Commission Co. is building a new 30,000-bu. concrete house. The Burrell Eng. & Construction Co. has the contract.

Kenton, O.—The regular grain dealers having facilities for handling are W. B. Gram-lick, L. J. Rish and J. B. Seymour. All others are scoopers.

Liberty Center, O.—C. S. Garster is now mgr. of the elvtr. here. He succeeds R. W. Graham who with J. L. Cruikshank bot the elvtr. at Marks Center.

Toledo, O.—Irving D. Sayles has been elected to membership in the Produce Exchange and the membership of the late John Larowe has been posted for transfer.

Wooster, O.—We have never contemplated buying an interest in elvtr. at Willard, O., with the A. G. Smith Milling Co., as was erroneously reported.—Tyler Grain Co.

Castalia, O.—Castalia Elvtr. & Supply Co., incorporated; capital stock, \$15,000; incorporators, N. P. Neill, E. C. Witter, S. H. White, Mrs. L. A. Beatty and D. P. White. The company will build an elvtr.

Dunbridge, O.—The farmers organization here has bot from the Royce & Coon Grain Co., the elvtrs. here at Sugar Ridge and Dowling, and will take possession Apr. 14.

Fayette, O.—Fayette Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, G. K. Ack-er, F. A. Griffin, L. E. Connell, E. A. Belding, W. F. Spring and Daniel Myers.

Fostoria, O.—The firm name of the Fostoria Farmers Exchange Co. has been changed to the Fostoria Milling Co. and the capital stock increased from \$50,000 to \$100,000.

Springfield, O.—Geo. A. Collier's grain business has been closed out by Referee in Bank-ruptcy Frank M. Krapp. The liabilities are \$24,951 and assets \$11,037. The general creditors received \$4,537 against \$19,773 unsecured claims.

Bryan, O.—W. Knepper will be mgr. of tl elvtr. being built by the Farmers Co-operative Grain & Supply Co. The Burrell Engineering & Construction Co. has the contract.

Avery, O.—The following have been electd officers of the recently organized Avery Elvtr. & Grain Co.: J. J. Creelius, pres., F. A. Sweet vice-pres., and Albert Zorn, secy-treas.

Genoa, O.—The Powers Elvtr. Co. will rebuild the elvtr. which recently burned. The company is temporarily located in the old grain mill and is prepared to handle all trade.

Hicksville, O.—Christian Koch, formerly mgr. for the Hicksville Grain Co., and E. R. Moser have bot the elvtr. belonging to the Bear Grain Co. and will operate as Moser Grain Co.

Shawtown, O.—I have resigned as mgr. for the Shawtown Grain Co. to become mgr. of the elvtr. which we recently bot at McComb. will be succeeded by I. D. King.—O. L. Todd, mgr. of Brumley & Todd Co.'s elvtr.

Versailles, O.—We have bot the elvtr. and coal business of the Home Grain & Supply Co. and sold our elvtr. and coal business, at St. Paris, to the Farmers Grain & Feed Co.—Geo. H. McConnell, mgr. the Lock Two Grain & Milling Co.

New Hampshire, O.—East Auglaize Co-operative Grain Co. incorporated; capital stock, \$60,000; incorporators, Jas. M. Copeland, Stanley Harrod, M. Y. Shafter, L. H. Flinn and C. W. Felkert. Elvtrs. will be established here and at Waynesfield.

Wakeman, O.—The Wakeman Milling & Elvtr. Co. and the Franch & Thomas Co. have consolidated and will take over the Wakeman mills. J. A. Berk, pres. of the Wakeman Milling & Elvtr. Co., will be retained as pres. Mr. Thomas will be mgr.

Warsaw, O.—We have sold our elvtr. to Messrs. Strome and Johnson, and are moving to Killbuck, where we have let contract for the erection of a warehouse and elvtr. We will continue to operate the elvtr. at Millersburg.—Walter Elliott & Son, Killbuck, O.

Lemert, O.—Lemert Elvtr. & Supply Co., incorporated; capital stock, \$25,000; incorporators, S. S. Heft, J. W. Schiefer, Adam Lambert, J. W. Ulmer, J. A. White and A. J. Carnes. The company has bot the elvtr. belonging to the Lemert Elvtr. & Supply House, from C. N. Jump, prop.

Prout, O.—We are enlarging our elvtr. and installing new machinery. Our 15-ton auto scales and recleaner have been bot, but we have yet to buy our engine and hopper and automatic scales. The contract has been given to Mr. Schanck.—Central Erie Supply & Elvtr. Co., Sandusky, O.

Toledo, O.—Geo. Newman, of Rosenbaum & Brothers, will be mgr. for the firm at this point. Mr. Newman is well known on 'Change, having spent several weeks here last fall, and his many friends are pleased that he is to make this his home. Previously Mr. Newman has been trading on 'Change at Chicago and traveling in the east for the same firm.

CINCINNATI LETTER.

The Brouse-Skidmore Grain Co. has moved to its new elvtr. property at Sixth and Carr streets.

The Bingham-Scholl Grain Co. will build a 25,000-bu. addition to its elvtr. and make other improvements. Frank Hoffner is affiliated.

The entertainment com'te of the Grain & Hay Exchange is planning an outing as a celebration of the first anniversary of the Exchange as an independent institution.

Geo. F. Munson has been appointed deputy weighmaster of the Grain and Hay Exchange. L. W. Perkins, Oliver Palmer, Fred Garnett, Jos. Hennegan and Jas. Murphy have been appointed supervisors and deputy weighers.

OKLAHOMA

Drummond, Okla.—The Farmers Elvtr. Co. is building an addition to its elvtr.

Burbank, Okla.—The Stewart-Witchcraft Grain Co. has gone out of business.

Retta, Okla.—The Blackwell Mill & Elvtr. Co. will make repairs on its elvtr.

Enid, Okla.—B. G. Estill has disposed of his interest in the Oklahoma Flour Mills Co., of which he was mgr., and has acquired an interest in the Harper Flour Mills Co. at Harper, Kan.

Binger, Okla.—We have closed our elvtr. until fall and have leased it to Wilson & Co.—Binger Elvtr. Co.

Muskogee, Okla.—The Hayes Grain Co. has been out of existence since June of last year. Venderoth Grain Co.

Billings, Okla.—The Farmers Elvtr. Co. has bot the elvtr. here belonging to Pearson & Hayton, of Marshall.

Clinton, Okla.—The Clinton Elvtr. Co., incorporated by farmers; capital stock, \$25,000. An elvtr. will be built.

Afton, Okla.—We will install a plant to make rolled oats and cereal crisps and will require new machinery.—Afton Milling Co.

Burlington, Okla.—Wm. Timmis has been given the contract for the 15,000-bu. elvtr. to be built here for the Burlington Grain Co.

Hitchcock, Okla.—G. J. Kreiger & Son have sold their elvtr. to the Geary Mills, of which the Blaine County Mill & Elvtr. Co., of Geary, Okla., is proprietor.

Texhoma, Okla.—I have bot the elvtr. belonging to Patton and Rardcn. I was formerly mgr. of the Texhoma Elvtr. Co.'s elvtr.—D. T. Wadley, D. T. Wadley Grain Co.

OREGON

Astoria, Ore.—The work on the \$500,000 flouring mill being built by the Port Commission, is progressing well.

Pendleton, Ore.—The Umatilla Flour & Grain Co. has been incorporated by W. Schwartzburg, N. J. Blydenstein and H. J. Warner.

Portland, Ore.—J. H. Albers, grain man, convicted of seditious utterances during the war, was sentenced to three years in the federal penitentiary at McNeil's island and a \$10,000 fine.

Baker, Ore.—The O'Bryant Grain Co., with \$50,000 capital stock, has bot the warehouse and grain and feed business of J. F. O'Bryant. The firm will operate at Haines, North Powder and Grand Konde valley.

Portland, Ore.—R. P. Knight died Mar. 19, of pneumonia. He left a widow and a son, who is in the Merchant Marine. Mr. Knight was 40 years old. His connection with the grain trade began 20 years ago, as an employe of W. S. Sibson, exporter.

PENNSYLVANIA

PHILADELPHIA. LETTER.

Louis D. Toll, of S. F. Scattergood & Co., was married Mar. 18, to Miss Rose Eisenstein.

S. L. Burgess & Co., ship brokers, have applied for membership in the Commercial Exchange.

The Chas. A. Krause Milling Co. of Milwaukee has been proposed for membership in the Commercial Exchange.

The Commercial Exchange has appointed a com'te to work for additional elvtr. facilities for the Philadelphia port. The question has been taken up with Vice-Pres. Auch of the Philadelphia & Reading Railway Co.

SOUTH DAKOTA

Murdo, S. D.—Eaton Bros. have bot an elvtr. Stickney, S. D.—The Farmers Elvtr. Co. will install an auto truck dump scale.

Lake Andes, S. D.—I am mgr. for the South Dakota Grain Elvtr. Co.—H. Mansbridge.

Garretson, S. D.—The Farmers Grain & Supply Co. has installed a new truck dump.

Flandreau, S. D.—Wm. Duncan and Elton Perley have bot the elvtr. belonging to O. J. Aaker.

Montrose, S. D.—A co-operative grain and lumber company has been formed here with a capital stock of \$100,000.

Crandon, S. D.—We have enlarged our office room and installed new desks, chairs and safe.—Crandon Farmers Elvtr. Co.

Houghton, S. D.—The Farmers Elvtr. Co. will make extensive repairs in its plant. The T. E. Ibberson Co. has the contract.

Clear Lake, S. D.—I will be mgr. of the new Tall & Tall firm's elvtr. We will handle flour, feed, potatoes, coal, salt and grain.—H. R. Tall.

Watertown, S. D.—Extensive improvements have just been completed by the T. E. Ibberson Co. on the elvtr. of the Farmers Elvtr. Co.

Webster, S. D.—The materials have arrived and work is being started by T. E. Ibberson Co. on the new elvtr. of the Farmers Equity Elvtr. Co.

Hetland, S. D.—Fire of unknown origin on March 22, resulted in the total loss of the elvtr. and contents belonging to Bunday & Stangland.

Labolt, S. D.—The Farmers Elvtr. Co. is installing new power, legs and machinery in its elvtr. The T. E. Ibberson Co. is doing the work.

Sioux Falls, S. D.—The Trans-Mississippi Grain Co., of Omaha, has taken over the private wire of Bartlett-Frazier Co. Gordon Cushman is mgr.

Yankton, S. D.—T. W. Roberts of Sioux Falls, has bot the elvtr. belonging to Henry DeCamp. Mr. DeCamp, whose son was killed in an aviation accident, will retire.

Rosholt, S. D.—Workmen are starting to tear down the Farmers Elvtr. Co.'s elvtr. preparatory to building a new structure. The work is being done by T. E. Ibberson.

Hartford, S. D.—Iver S. Henjum, sec'y of the National Ass'n of Mgrs. of Farmers Elvtr. Cos., died recently. He was one of the best known mgrs. of farmers elvtrs. in the Northwest.

Frankfort, S. D.—Our old mill burned Mar. 22 with a loss of about \$16,000, partly covered by insurance. We will build a new feed mill building and a flour and feed storage house. We believe the fire was set.—Frankfort Mill & Elvtr. Co.

SOUTHEAST

Goldsboro, N. C.—The Milling & Grain Storage Co.'s plant burned recently. Loss \$25,000, and insurance \$18,000.

Thomasville, Ga.—Walter N. Burch, Jr., of the W. N. Burch & Son Mill & Elvtr. Co., died recently of pneumonia.

Wheeling, W. Va.—The Wheeling Milling & Grain Co. are building a new plant and have ordered new machinery to be installed in the plant recently repaired.

TENNESSEE

Memphis, Tenn.—I will resume the brokerage business April 1.—E. W. Wyatt, formerly with John Wade & Sons.

Memphis, Tenn.—Application for membership in the Merchants Exchange has been made by E. L. Pyle, W. O. Crump, of Crump Bros. of St. Louis, and E. W. Sommer, local representative, have been elected members.

Chattanooga, Tenn.—With a view to making Chattanooga one of the leading hay and grain markets in the south, dealers in these commodities met at a banquet on the night of March 24 for the purpose of organizing a hay and grain ass'n. K. B. Seed, grain supervisor, of District No. 8 with headquarters in Atlanta, and J. D. Taylor, sec'y and treas. of the National Hay Ass'n with headquarters at Winchester, Ind., were guests of honor. Both made speeches pointing out the advantages and urging the organization. The main purpose is to better conditions and secure federal inspection of grain and hay. These commodities are sold by grades, the better the grade, the better the price, and better prices will encourage the farmers to raise better products. A temporary organization was effected with Charles F. Hood, pres., and Harry Winer, sec'y. A com'te was appointed to draft a constitution and by-laws.

TEXAS

Sherman, Tex.—The G. B. R. Smith, Milling Co. will build an \$8,000 additional warehouse.

Bryan, Tex.—The H. T. Lawler Milling & Trading Co. has discontinued the grain business.

Coleman, Tex.—The Coleman Elvtr. Co. has moved its offices from the eastern side of the square to the Manes Block.

Sour Lake, Tex.—Wm. Wharton is now mgr. for the Sour Lake Grain Co. and has moved his stock into the Queen Theater Building, which is owned by the company.

Lockney, Tex.—Our company is a branch of the Floco Grain Co., of Floco, Tex., having bot the Panhandle Grain & Elvtr. Co.'s elvtr. here and I am mgr.—J. H. Hohlaus, mgr. Floyd County Elvtr. Co.

McAllen, Tex.—We are enlarging our business. E. F. Nordmeyer is no longer connected with this firm but is building a new elvtr. An elvtr. is being built at Alamo Tract.—McAllen State Bonded Warehouse Co., W. F. Surber, sec'y and treas.

On application of the carriers, the Railroad Com'n of Texas has ordered the amendment of Commodity Tariff No. 2-C, applying on grain, grain products, etc., carloads or less, moving between points in the state. Item 39, Rule 3, Section 7, has been changed to provide that when a shipment has been stopped once for any purpose other than milling it may again be stopped for milling. No stop subject to the application of the milling privilege will be allowed on any commodity except wheat bran, corn bran and hominy feed. Wheat bran, wheat shorts, corn bran and hominy feed, where no transit privilege has been accorded prior to milling may be stopped once subsequent to milling for any of the purposes specified in Rule 1. Paragraph (u) is added to Item 38, to include hominy feed. The amendments are effective May 5.

WASHINGTON

Yakima, Wash.—B. W. Pickett, formerly with the Yakima Milling Co., has bot an interest in the Barnes Grain & Feed Co.

Kittitas, Wash.—The Bulk Handling of Grain Com'te of the Farm Bureau will take up the plan of building an elvtr. here and one at Ellensburg, at their next meeting. The purpose of the farmers is to further promote the bulk handling of grain.

Reardan, Wash.—The Washington Grain & Milling Co. will reassume the management of its warehouses at Hite, Mondovi, Gravelles and Denny, which have been leased to the Seattle Grain Co. H. G. Burns, pres. of the Reardan National bank, will be mgr. Mr. Burns was connected with the company as bookkeeper several years ago.

Tacoma, Wash.—The State Inspection Commission is gathering information to establish grades for peas, beans, rice, soya beans, peanuts, copra and other similar articles, fertilizers and chemicals. These will be inspected for the purpose of establishing grades of commodities coming under the new grain inspection law.

Palouse, Wash.—A. J. Webster and Allen Lamphere have bot the feed and grain business of C. W. McFarland and will take possession July 1. The deal includes the retail business at Palouse and Potlatch and the management of the warehouses owned by the White-Dulaney Co. at Palouse, Potlatch, Princeton and Harvard. Mr. McFarland will be mgr. for the White-Dulaney Co. here.

WISCONSIN

Shopier (Tiffany p. o.), Wis.—H. P. Ratzlow will tear down his old elvtr. and replace it with an up-to-date house.

Lancaster, Wis.—Edgar M. Grebe has retired from the Grebe Kaspers Roller Mill. The new firm name is Kaspers Bros.

Fennimore, Wis.—T. G. Smith has sold his interest in the Smith & Parker firm to Carl Michel. The new firm name will be Parker & Michel.

Adams, Wis.—The Adams County Produce Co. contemplates the erection of a grain elvtr. in addition to its warehouse. Mr. Prohowski is mgr.

Maiden Rock, Wis.—The following have been elected directors for the new Farmers Elvtr. Co.: J. P. Olson, A. L. Fischer, A. Fosberg, W. Holverson and Will Foley. They contemplate building an elvtr.

Two Rivers, Wis.—The Two Rivers Equity Exchange, organized by the American Society of Equity at Two Rivers, Two Creeks, Neshoto, Lake Shore and Mishicot, has bot the mill, warehouse and elvtr. of the Two Rivers Mercantile Co.

Random Lake, Wis.—M. N. Altenhofen has bot a flour and feed business, grain elvtr. and warehouse at Campbellsport, and will retire from Altenhofen Bros. May 1, to take charge of the new business. New firm name M. N. Altenhofen & Son.

MILWAUKEE LETTER.

J. W. Rice, formerly with the inspection department, is now with the Updike Grain Co.

Godfrey-Blanchard, of Minneapolis, will open an office in the old insurance building May 1.

The directors have fixed the annual dues for the Chamber of Commerce at \$70, payable in semi-annual installments, April 7 and Oct. 7.

In recognition of their services in the army or navy, the membership assessments of 15 members of the Chamber of Commerce have been remitted by the Board of Directors.

A bill has been introduced in the Wisconsin Legislature to amend the statute relating to taxation of grain handled thru an elvtr. so as to read, "two mills per bu.," instead of, "one quarter of one mill," on wheat and flax and, "one mill per bu." instead of, "one-eighth of one mill," on other grains.

Albion P. Holbrook, jr., who only recently returned from army service, has purchased the interests of L. Bartlett & Sons Co., and will conduct a grain commission business under the name of Mayer, Holbrook & Co. H. Mayer, former mgr. for L. Bartlett & Son Co., will be associated with Mr. Holbrook.

The following officers were elected at the recent election of the Chamber of Commerce: H. M. Stratton, pres.; H. H. Peterson, 1st vice-pres.; A. R. Taylor, 2nd vice-pres., and H. A. Plumb, sec. and treas. Directors, W. A. Hot-tensen, C. Kurth and E. LaBudde. Board of Arbitration, Jno. W. Jouno and Glenn M.

Rankin. One year term, L. J. Beck, Board of Appeals, P. P. Donahue, H. W. Lad-ish and Jas. A. Mander.

The following have been admitted to membership in the Chamber of Commerce: E. O. Wright, Jesse H. Ridge, Thos. E. Clifford and J. N. Weinand, Transferred memberships: L. C. Ziegler, David Weinberg, C. W. Norris, deceased; Reinhardt Rahr, Wm. Rotsted, C. B. Pierce, W. A. Dawson, Robert Elliot, deceased, and A. W. Goetz, deceased.

The following resolution was adopted by the Chamber of Commerce, to govern the contract quantity of grain on a 60 or 80 capacity car: Resolved that the sale for deferred shipment of a car load of grain, of a certain specified capacity, 60,000 or 80,000 lbs., shall be understood to mean the sale of the specified quantity mentioned, 60,000 or 80,000 lbs., and that any quantity delivered over or under this specified quantity shall be settled for as provided in section 1, rule 17.

WYOMING

Cheyenne, Wyo.—The Farmers Co-operative Elvtr. Co. will be incorporated to build an elvtr. The capital stock is to be reduced from \$25,000 to \$15,000.

To Test Seed Corn.

To insure maximum and profitable yields of corn, one of the most important steps is to prepare the seed properly for planting. The selection of the ears should be made in the late fall or early winter so that it will not be to the rush of the spring work. In selecting stock seed in the field, the most convenient plan is to make a partition in the wagon. As the husker goes along the rows, he can easily throw good ears from the good side into one compartment and the poor ears into another.

These selected ears should be thrown into a general bin at the seed house, where a careful discrimination may be shown. Ears that have discolored kernels, or cobs that have a dead appearance should be discarded. Also, all extra light ears, those with small or otherwise undesirable kernels, kernels with very sharp beaks, or with germ of poor development and appearance should be thrown out.

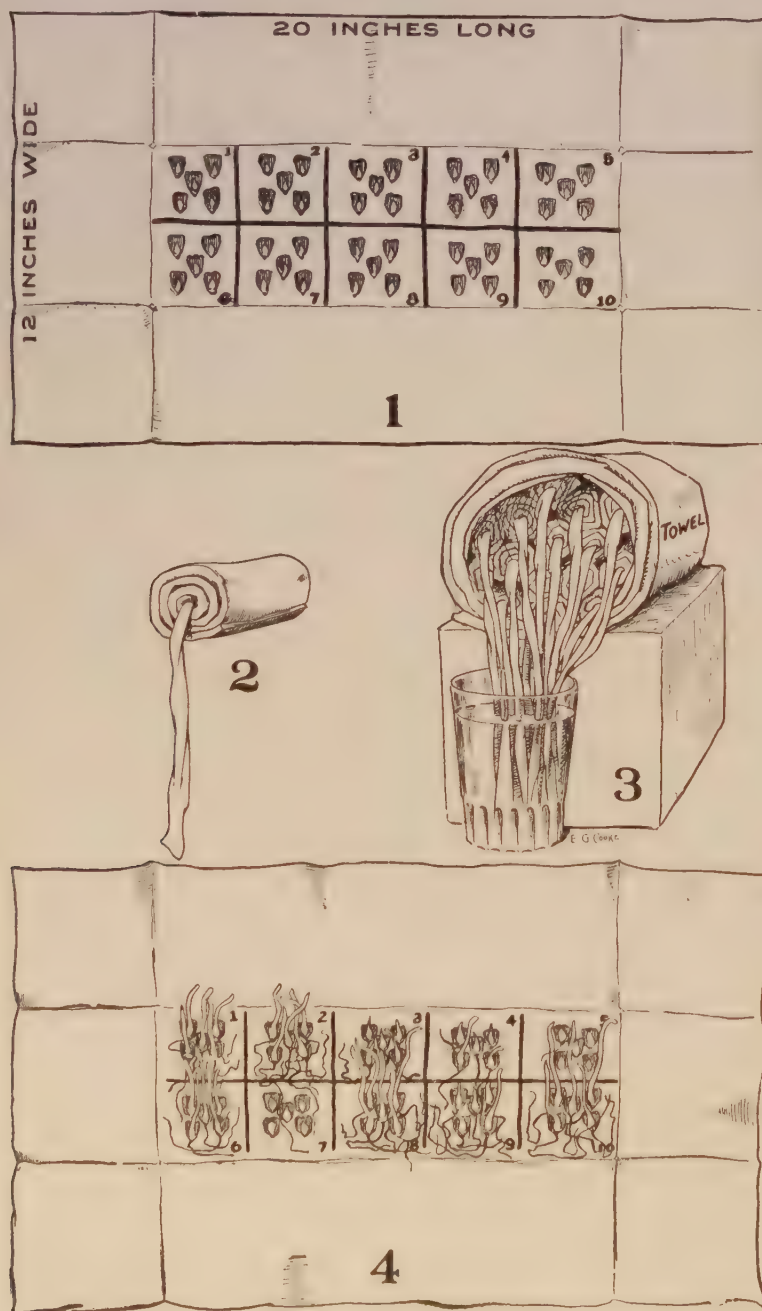
The ears retained for seed purposes should show good development and maturity, be heavy for their size and contain solid, vigorous-looking kernels of fairly uniform size and shape. These desirable ears should be tested to determine whether all the kernels will grow. Round thick kernels from the butts of the ears should be discarded in order to promote the even and uniform distribution of seed by the corn planted. Kernels that have been injured by mice or weevil, or that are otherwise undesirable should also be discarded before the ears are shelled.

A point that many farmers neglect is to shell their seed corn by hand. Each ear should be shelled separately into a hand sieve as it gets rid of the chaff and permits each kernel to be closely inspected before being placed with the general supply. The value of the close inspection is lost if the ears are run thru a corn sheller and some of the kernels are cracked or broken.

All seed should test not less than 90 per cent vitality. The simplest, cheapest and most efficient tester is a cloth kept damp. Take an ordinary piece of cotton flannel or muslin. Mark a line with a soft pencil, lengthwise thru the center, leaving five inches margin at both ends, dividing it into numbered spaces about 2½ inches square. Number the ears. Take five kernels from different parts of each ear and place those from ear No. 1 in space No. 1, etc. Fold the cloth over from the bottom and from the top as shown in the creases in the engraving given herewith. Roll from one end. Insert a cloth strip to serve as a wick. Roll any number of these testers in a wet towel or sack. Wrap them in oil cloth or canvas. Hang the wicks in a glass or pan of water. Don't let it dry out or freeze. In six days open and inspect the test, discarding all ears which do not show strong shoots and root systems.

A 20-per cent advance in leased wire rates effective April 1, will increase the cost of operation of large wire houses.

THE FEDERAL HIGHWAY COUNCIL was organized at a meeting held at the Congress Hotel in Chicago Apr. 8, for the purpose of pulling the entire country out of the mud. It will act in an advisory capacity to civic and government bodies in all states of the union and starts with the endorsement of representatives of 340 agencies which have been urging the building of hard roads. Officers elected are: Pres., S. M. Williams, Lima, Ohio; sec'y-treas., H. G. Shirley, Baltimore, Md.; vice-presidents, Gen. T. Coleman D. Pont, Wilmington, Del.; David Jamison, pres. American Automobile Ass'n.; Col. C. Clifton, pres. National Automobile Chamber of Commerce, Cleveland, O.; Louis J. Hill, Great Northern Ry., St. Paul, Minn.; A. H. Blanchard, pres. American Road Builders Ass'n, New York; C. F. Adams, pres. Associated Highways, Chillicothe, Mo.



HOW TO MAKE A HOME-MADE SEED CORN TESTER

—Courtesy of the County Agent.

Grain Carriers

VAR FINANCE CORPORATION bonds amounting to \$200,000,000 have been issued, the proceeds to be used by the corporation to provide funds for railroads.

TRAFFIC ON RAILROADS eastward from Chicago and St. Louis is reported by officials as holding steady, but with no expansion. The situation is easier than for some time.

MORE OCEAN STEAMERS have been arriving at the Baltimore harbor to load grain than at any other time since the beginning of the year, this being due to the strike at New York.

PRIVATE OWNERSHIP and operation of American ships is advocated by the American Manufacturers' Export Ass'n which has a membership of 1,200 of the largest export manufacturers in the country.

THRU BS/L for exports sent thru eastern ports will in all probability be resumed about May 1. Heretofore, shipments for foreign ports sent to the Atlantic seaboard have been killed when placed on shipboard.

THE MILEAGE scale rates proposed by the stern district traffic commission of the Railroad Administration is opposed by the Boston Traffic Club. Freight rates would be increased from 5 to 70% depending on the distance of the haul.

MANUFACTURERS of Illinois and the Illinois Traffic League are strenuously opposing the attempt of the federal railroad administration to take control of the Illinois intrastate freight rates from the Public Utilities Commission.

PIERRE, S. D.—The law prescribing that railroad companies shall upon proper notice and properly prescribed cases, build private railroad crossings has, after a contest extending over nearly ten years, been upheld by the Supreme Court.

REMOVAL of the embargo and permit system which has controlled the movement of grain in primary markets since last fall, was announced April 3 by the railroad administration. The permit system for the movement of export grain to seaboard points is still in effect.

BREAKING THE ICE in Duluth harbor with icebreakers was started March 26, preparatory to leasing boats at the shipyards for placement at elevators or docks where grain barges will be put on board some for holding, pending official opening of navigation on about April 15.

FREIGHT loading on railroads in the Central Western region during March decreased 1,059 cars, or 19.2%, compared with last year. The total was 511,229 cars. Grain loadings were 33,595 cars, a decrease of 27.3%; coal, 70,791 cars, decrease of 38.8%; livestock, 1,120 cars, decrease, 18.8%.

THE RAILROAD ADMINISTRATION has established differential rates by way of lake and rail routes. These differentials will be lower on the pre-war rates and the territories of origin and destination modified. Uniform westbound service from the Atlantic seaboard to interior destinations is under consideration by officials of the eastern operating region.

EVERY ELEVATOR and grain storage receptacle in New York is filled and hundreds of cars are said to be waiting to be unloaded in the Erie and Lehigh Valley yards. The condition will exist until ships can be secured to carry the grain overseas. There are millions of bushels yet to be shipped from the great lakes ports. Immense quantities have already been shipped from North Atlantic ports, principally by the Food Administration. More than 3,000,000 bus. has been cleared thru Portland, Me., and there is 6,000,000 bus. more in sight.

THE WHEAT Control Com'tee is in the market for suitable vessels and has already closed for a number of steamers with capacities of 25,000 to 35,000 quarters, 10% at 15c per quarter to France, 10s. to West Italy and 19s 6d to Adriatic Coast ports for loading at the northern range ports in April and May.

REVOCATION of the order which forced the railroads to sever connections with their steamship lines will be requested of the government by the Great Lakes shippers. A permanent new organization to fight for better lake shipping conditions was organized at the recent conference at Milwaukee, the members being shippers all along the lake region.

THE DOMINION GOVERNMENT has appointed Hon. J. W. Reid, minister of railways, to be receiver of the Grand Trunk Pacific Railway Co. This action was taken following a peremptory notice given by A. W. Smithers, chairman of the Board of Directors, Grand Trunk Railway Co., that on March 10, just one week after the information was given, operations on the entire Grand Trunk Pacific lines west of Winnipeg would be discontinued. The company operates a large terminal elevator at Fort William, Ont.

ADMINISTRATION WATERWAY bills have been approved by the committees in both the senate and house of the Illinois legislature and will undoubtedly be passed by both bodies. One of the bills accepts the building of the Lockport-LaSalle stretch, via the "river route" with provisions for long locks and a possible 14-foot depth. The second provides for the issuance of \$20,000,000 in bonds already authorized by vote of the people and the third transfers to the waterway authorities the Illinois and Michigan Canal.

GENERAL ORDER No. 34-A has been amended by the railroad administration so that carriers subject to federal control shall sell at public auction without advertisement carload and less than carload non-perishable freight which has been refused, or is unclaimed at destination by consignees after it has been on hand sixty days. Consignee, as described in the waybilling, shall be notified of arrival of shipments in all cases and such notice shall contain such provisions that after freight is unclaimed or undelivered for fifteen days after expiration of free time at destination, it will be treated as refused and will be sold without further notice sixty days from date of notice of arrival.

Turn the Light On the United States Employment Service.

Will the 66th Congress be sufficiently impressed by the campaign of exaggeration, misrepresentation and sentimentality, which is being carried on by the United States Employment Service, to vote millions of dollars from the public funds, which means out of the pockets of the taxpayers, to continue a service which is wasteful, inefficient, antagonistic to business and utterly useless except as a propagating ground for class distinction? Congress at its next session will be called upon to decide this question, and it should decide it upon hard facts, and not upon statements that will not stand analysis and which are plain propaganda.—*Industry.*

ONLY ABOUT 50% of the grain bills which mature between March 15 and April 15 are being renewed by the Grain Corporation, it is said. The original amount of these bills was \$125,000,000, in the form of ninety-day paper accepted by all banks. Three months ago about \$90,000,000 of bills were renewed and now \$24,000,000 are being renewed for three months.

JOHN J. STREAM has resigned as vice-president of the Grain Corporation, his resignation to become effective at once. He retains his office as chairman of the coarse grain division of the food administration, which is largely nominal.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

U. S. R. R. Administration in Sup. No. 9 cancels Sup. No. 7 to circular No. 1-N of Western Freight Tariff Bureau and gives rules, regulations and exceptions to classifications which take precedence over the classifications governing tariffs made subject hereto, effective May 1.

C. & A. in Sup. No. 14 to tariff No. 28-C cancels Sup. No. 13 and gives elevation and transfer charges on grain, feeding, bedding, yardage charges, etc., on livestock, mileage allowances on private cars, maximum and minimum weights, rules governing furnishing of grain doors also miscellaneous local rules and exceptions to classifications applying at stations on or via its lines, effective March 24.

C., R. I. & P., C., R. I. & G. and participating carriers in Sup. No. 5 to tariff No. 19687-J gives local joint and proportional rates on grain, grain products, seeds, hay and broomcorn from Missouri River stations and other stations in Illinois, Iowa, Minnesota and South Dakota on C., R. I. & P. to Mississippi Valley points and other stations in Alabama, Arkansas, Florida, Louisiana, Mississippi, Tennessee and Texas, effective May 2.

C. I. & L. in connection with certain participating lines in tariff No. 7923 cancels tariffs Nos. 6435, 7007, 7031, 7054, 7599, 7789, 7824-A and 7063-A and gives local, joint and proportional rates on grain, grain products and grain by-products from stations on its line to points in Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Missouri, New York, Ohio, Pennsylvania, Tennessee, West Virginia and Wisconsin, effective May 1.

C. & A. and participating carriers in Tariff No. 1604-E cancels tariff No. 1604-D and gives local, joint and proportional freight rates on grain and grain products, carloads, between Chicago, Joliet, Peoria, Pekin, and E. St. Louis, Ill., also St. Louis, Mo., and stations on the C. & A., the C. & I. M., and C. & N. W. in Illinois and St. Louis, Mo.; also to Toledo, O., and Detroit, Mich., and stations on connecting lines in Illinois, effective May 15.

C. B. & Q. in connection with the I. & St. L., Q. O. & K. C., R. P. L. & N., lines under federal control and the T. & N. not under federal control, in Sup. No. 30 to C. B. & Q. G. F. O. No. 3457-G and Q. O. & K. C. circular No. 112-H cancels Sup. No. 28 to local and joint freight tariff and gives rules and regulations affecting freight traffic on the above named lines, including reconsigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, refrigeration, etc., effective April 19.

C. R. I. & P. and participating carriers in Sup. No. 30 cancels Sup. No. 29, to tariff No. 29,229-B giving local joint and proportional rates on grain, grain products and seeds in carloads between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Iowa, Kansas, Missouri and Nebraska on C. R. I. & P., C. B. & Q., M. P. and M. P. in Nebraska, and stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective, April 28.

A. T. & S. F. in Sup. No. 63 cancels Sup. Nos. 58 and 62 to tariff No. 5588-J and gives local, joint and proportional tariff on grain and grain products in carloads between points in Kansas, Colorado, Missouri, and Oklahoma, also Superior, Neb., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points; also basis for making thru rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia.; also distance rates between stations in Kansas; stations in Oklahoma and stations in Kansas; also Superior, Neb.; Joplin, Mo.; stations in Kansas; and Superior, Neb., and Joplin, Mo., effective, April 30.

Feedstuffs

PLATTSMOUTH, NEB.—An alfalfa mill is to be erected here.

THE ELEVENTH ANNUAL MEETING of the American Feed Manufacturers' Ass'n will be held in St. Louis, Mo., June 5 and 6.

THE FISHER FLOUR MILLS Co. of Seattle, Wash., has registered "Mormilk" as its trademark for its dairy feed, under serial number 114,237.

TRENTON, N. J.—The Distillers Securities corporation has amended its certificate of incorporation to change its name to the United States Food Products Corporation.

JAMES H. GENUNG, of the American Hominy Co., Indianapolis, Ind., was married March 12 to Miss Clara McMurry Lewis. The honeymoon is being spent in Florida.

SIoux CITY, IA.—The Alfalfa Products Co. which operates a 20,000-bu. elevtr. is building a 100-ton. alfalfa mill and will manufacture molasses feeds. The Younglove Construction Co. has the contract.

EDWARD CORRIGAN, formerly with the Chas. A. Krause Milling Co., Milwaukee, Wis., is now sales manager for the Grain Belt Mills Co., St. Joseph, Mo. At different times, he has been connected with the American Milling Co. of Peoria, and with Darling & Co., Chicago.

PAYETTE, IDA.—The Idaho Alfalfa Milling Co. has been incorporated in the sum of \$125,000 for the purpose of erecting and operating an alfalfa meal factory somewhere in the valley. L. E. Peterson, I. L. Thurston, D. W. Ainey, and J. C. Thompson of Tennessee are the promoters.

PROVO, UTAH.—Three cars of feed grain have been distributed to farmers in this district by the Utah County Farm Bureau. One was a car of corn from Nebraska which cost the farmers \$3 a hundred; one a car of bran and shorts from Idaho which retailed at \$2.15 per hundred and the third a car of barley from Cache County, at \$2.55 per hundred.

FINAL PLANS for the new plant to be erected at Peoria, Ill., by the American Milling Co., excavation for which has already begun, will be completed soon. It will equal a 12-story office building in height, if present plans are followed, and will cost \$500,000. It will not give employment to as many men as did the old one that was destroyed by fire, for the reason that it will be equipped with all the latest labor saving machinery. It will be fire-proof and so built that it can be enlarged. The work of production is being carried on at the plant at Owensboro, Ky., until the new one is completed.

THE DISCONTINUANCE of an allowance for reduction in weight due to leakage and evaporation of moisture from brewers' wet grain in transit was found to be justified by the Interstate Commerce Commission and the complaint of the Farmers Feed Co. against the Erie Railroad Co., et. al was dismissed. Brewers' wet grain contains from 75 to 90% moisture when shipped. The per cent of loss in transit due to evaporation varies, the loss of weight ranging from 6 to 23% and averaging between 10 and 12. The weight allowance of 8% was canceled in April, 1917, after having been in effect from New York, Brooklyn and other cities in that vicinity for a number of years. Its application extended to points within about 100 miles of New York and Philadelphia. The complainants alleged that the charges based on origin weights are unreasonable and unduly prejudicial and asked that the former tariff rule providing for a deduction of 8% from the origin weights be restored.

HAMMOND, IND.—The Nowak Milling Co. of Buffalo, N. Y., has completed arrangements for manufacturing feed in its new mill.

THE AMERICAN HOMINY Co., which was made defendant in a suit for \$47,300 for alleged breach of contract by the Naamlooze Vennotschap, Agentuur-en Commissiehandel-vorheen P. C. Vis & Co., of Netherlands, Holland, has filed an answer in the United States District Court tendering the payment of \$2,290.19 and asking that it be discharged. The petitioner alleged that it bot 475,000 kilograms of hominy grits and other cereal products from the defendant in the fall of 1916 for \$8.60 per hundred kilograms and that the defendant failed to deliver. The answer admits the contract, but says that the defendant was absolved from its fulfillment by clauses covering the blockade and other incidents of the world war; it also shows that the defendant shipped such quantities of the commodities as it was able as near to seaports as the authorities would permit and notified the plaintiff that it would rescind the contract as to other shipments. The defendant admits selling parts of certain shipments for the plaintiff's account, according to an alleged agreement with plaintiff's agents realizing a profit of the amount tendered in court.

"International Trade in Concentrated Cattle Foods" is the title of Bulletin No. 4 issued by the International Institute of Agriculture, Rome, Italy. This the fourth review on the production, foreign trade and prices of concentrated cattle foods. The data is classified in six chapters: Cereal residues, which include wheat, rye and other brans, rice and sundry milling residues apart from bran; sugar residues, under which comes desiccated beet molasses, molasses fodder, dried beet pulp and molascuit; brewery and distillery residues which include malt dust, brewers grains, sundry brewers residues and wine lees; residues of various manufacturing processes and sundry prepared fodders under which come gluten, meat, powder, fish powder, various fodders, etc.; oil seeds and oil cakes, which include linseed, cottonseed, groundnuts, sesamum, soya beans, copra, palm kernels, rapeseed, sundry grains, oil seeds and nuts; other vegetable products, including grain, seeds, fruits, and their products used as concentrated cattle foods. The data regarding the production, trade and prices of the articles under the respective headings has been grouped in one chapter. The countries are classified in five groups corresponding to the five parts of the world and arranged in French alphabetical order. The review includes the five years from 1913 to 1917.

Merits of Barley Feed.

Comparative merits of barley for stock feeding together with the results of tests are given in stencil bulletin 29 issued by the College of Agriculture of the University of Wisconsin in February.

Recent national developments have taken barley off the market for brewing purposes, so that there is an enormous quantity to be directed into other lines. The tests for pig feeding were carried on with barley feed which results from the extraction of 55% of barley grain for barley flour as standardized last summer by the United States Food Administration.

Tests were also made as to the best way to feed barley—whether self-fed, dry, by itself; half and half with ground corn, hand fed, wet, with tankage self fed in each instance. The results favored slopping the barley feed, tho this lot ate a little more tankage than the others. A smaller amount of tankage mixed with the barley feed and slopped might have given as good gains with a lessening of the cost.

Taking the results with this lot, barley feed was worth \$31.58, compared with ground barley at 91c a bushel or \$37.92 a ton.

Co-operation in Feed Sales.

At the recent convention of the Eastern Feed Dealers in Utica, N. Y., Mr. Sturges Hyde, secretary of the Stratton-Ladish Milling Co., made some statements in his address before the feed dealers which will, no doubt, be of value to dealers in other states. After paying tribute to the dealers for their loyalty to the government during the war, he said:

We manufacturers all have an earnest desire to turn out good feed from our plants and to give dollar for dollar of value for each sack of feed we sell. These are not false words. "A satisfied customer is the best advertisement a manufacturer can have." We have many thousands of dollars invested in machinery and buildings which is not worth much more than junk if we cannot keep our plant running.

Now, I feel sure you all will admit that the most loyal, painstaking and careful force of employees that can be brought together "as a human" and will "err"; and often in a way that looks suspicious or intentional. While believing that manufacturers should do all within our power to prevent such mistakes, it seems fair that the dealer should grant us the common law privilege and consider us innocent until proven guilty. When receiving a shipment that looks suspicious, the dealer should take extra pains to examine the car seals and make proper notations so the record will be complete. In cases where the car seals are defective and the contents damaged, a claim should be lodged against the railroad instead of complaining against the manufacturer, as it is a safe conclusion that the receiving railroad agent required the proper seal record before accepting the car from the manufacturer.

By your co-operation in such little things you will protect the manufacturer from a loss that should not be called upon to sustain, and after doing your part, should you report to him, you will quickly find out if he is the kind of manufacturer you care to do business with by the manner in which he handles your just claim when you send it in.

During the past few years, feeds and grain have been very high and it has been hard upon all of us including the consumer, to finance one's business. As a result there has sprung up a tendency to buy cheap feeds—that are cheap in price, but not results.

To Prevent Direct Buying.

A. W. Carpenter, who was the first secretary of the Mutual Millers & Feed Dealers Ass'n of New York, read a paper at the recent meeting of the Eastern Federation of Feed Merchants, from which the following is taken.

The organization and growth of the Dairymen's league has demonstrated that the farmers are getting together in our own state and unless some steps are taken to check it there will grow out of the Dairymen's league organization a co-operative purchasing as well as a co-operative marketing system.

Naturally the retail merchant asks "Why this tendency on the part of the farmers to get together to buy direct?" On the surface it seems a hard problem to solve. The retail merchant thinks of his investment in store, warehouse, and equipment which he places at the disposal of the farmers of his community. He thinks of the effort he puts forward to carry a wide variety of feeds to meet the various feeding requirements of his trade. He thinks of the advantages to the farmer of his custom grinding equipment. He thinks of his conservative margin of profit. Then he wonders why it is that his farmers are frequently leaving his place of business and purchasing their feeds direct from some manufacturer or jobber. It certainly is perplexing.

One of the big reasons for the growing tendency of the farmer to endeavor to eliminate the retail dealer is a lack of confidence existing between the farmer and the retail merchant. I mean the confidence that makes the farmer feel that the retail merchant really has a heart-to-heart interest in him—in his family—in his industry—in his general welfare.

It is an economic fact that the direct purchasing plan strikes at the very foundation of civilization. Carry the direct buying plan far enough and you would eliminate all retail merchants. That would eliminate your trading centers—your towns—your villages.

With these community centers gone your high schools, your churches, your every community institution would soon become a thing of the past. Then up would go the taxes on the farms and down would go the farm values.

There are the farmers' organizations, the grange, farm bureau, Dairymen's league, etc. Does the average retail merchant take an active interest in these organizations? Not many of them. If more did the retail business would get a clearer conception of the consumer's point of view. Only a very few of our retail feed merchants have been taking as great an interest in farmers and farming as that great industry upon which they depend for their retail existence really deserves.

PROTECTION to owners of trademarks is given in the new law just passed by the South Dakota legislature. Mississippi, Alabama and Kentucky are the only states now without such a statute.

THE GRAIN CORPORATION found a quantity of low grade and damaged wheat amounting to 108,000 bus. on final disposition of the stored grain in Kansas City. It was sold in the open market some of it for 20 to 35 cents over the minimum price basis.

A FIXED PRICE for the 1919 wheat crop in Canada is opposed by the Canadian Minister of Agriculture, who gives as his reasons that the principle is unsound and would be difficult to justify under existing conditions. Stocks of grain in the country are said to be larger than reported.

"EVERYBODY is waiting for the government decision concerning the handling of the next wheat crop, the price for the coming crop having been fixed not to exceed \$3.60 per bu. for wheat, \$2.56 per bu. for rye, \$2.19 per bu. for barley and \$1.46 per bu. for oats," according to a cable from Paris.

Feedstuffs Movement in March.

Receipts and shipments of feedstuffs at the various markets during March, compared with March, 1918, were as follows:

	Receipts		Shipments	
	1919.	1918.	1919.	1918.
Chicago, lbs.	33,712,000	79,771,000	55,694,000	110,763,000
Cincinnati, cars	125			
Kansas City, tons.	1,720	2,180	13,220	9,300
Minneapolis, tons.	9,435	7,733	57,067	55,210
New York, lbs.	860		1,750,000	
St. Louis, sacks.	67,760	73,510	115,610	169,110
Winnipeg	15,000		56,000	
San Francisco, tons.	181	207		

Elevator and Alfalfa Mill at Sioux City, Ia.

The grain elevator and alfalfa mill which has recently been erected near Sioux City, Ia., by the Alfalfa Products Co., is shown in the photograph that is reproduced herewith. The plant is designed to handle grain commercially, as well as to handle the grain needed for mixing with feeds, and to manufacture alfalfa feeds of various kinds. It is located in the C. M. & St. P. "West Yards," this placing it across the river from Sioux City proper, and in South Dakota. The plant thus has the benefit of South Dakota distance rates on its products and raw material, the Iowa distance rates with the addition of a switching charge, and the Sioux City proportional rates.

The plant consists of a 20,000-bu. grain elevator, a 100-ton alfalfa mill, the necessary hay warehouse space, an office building of 3 rooms, a transformer house, a heating plant and a garage. At the present time it is served only by a spur track, but a new siding is to be built.

The elevator does not vary materially from the ordinary, altho its construction in connection with the alfalfa mill has necessitated some features of design not found in other elevators of this size. Grain may be received from wagons, for which purpose a driveway with a small dump sink is provided. Wagons are dumped by means of a hand operated overhead hoist. From the dump sink the grain is taken to the boot by a 10" screw conveyor. Grain may also be received from cars, an unloading sink being provided on the track side. A car puller is driven by a counter shaft operated from the 50-h. p. GE motor which also operates the 4 Roberts Packers for packing mixed feeds. The power shovel is driven by a 25-h. p. GE motor, this machine also furnishing power for the screw conveyors from dump sink and from car sink to boot.

No cleaning or weighing machinery is installed in the elevator itself.

Hay is received either loose or in bales from cars or wagons. After being taken into the warehouse it may be stored until it is to be ground, and for this purpose, as well as for stacking bags of feed, a 3-section Brown Portable Conveyor is used. Three Toledo Automatic Dial Scales are used to weigh bags of feed.

The No. 2 Roberts Alfalfa Grinder is fed by a slat conveyor which extends practically the full length of the hay warehouse. The

product from the grinder is blown into cyclone collectors on the roof of the main building, and from these cyclones it passes either to the mixer for mixing with molasses and grains and thence to the packers, or to packers or storage bins direct. The Roberts Grinder is driven by a 200-h. p. Fairbanks-Morse Electric Motor, the same motor furnishing power for the stationary conveyor and fans to the cyclones.

A 25-h. p. GE Motor furnishes power for operating the elevator leg, while another GE Motor of the same size is used on the portable conveyor.

Fire protection equipment is provided throughout the plant, this consisting of a system of piping with frequent hose stations, water being supplied to the pipes by an automatic pump.

The office is well equipped, and for weighing grain and hay received in wagons there is provided a Fairbanks 6-ton steel frame wagon scale with type registering beam.

The single boiler in the heating plant is used to furnish heat for warming the building, and for keeping the molasses in the storage tanks at the proper consistency.

Electric current is purchased from the Sioux City plant, being received at the transformer house at 13,200 volts and stepped down to 440 volts by 3 GE Transformers, each of which has an oil capacity of 165 gallons. The transformer house is very conveniently arranged, and it is equipped with every device making for safety and economy of operation.

The officers of the Alfalfa Products Co. are: Axel Larson, pres., R. C. Merrill, vice-pres., I. M. Chicoine, sec'y-treas., and W. M. Mize, auditor and sales mgr.

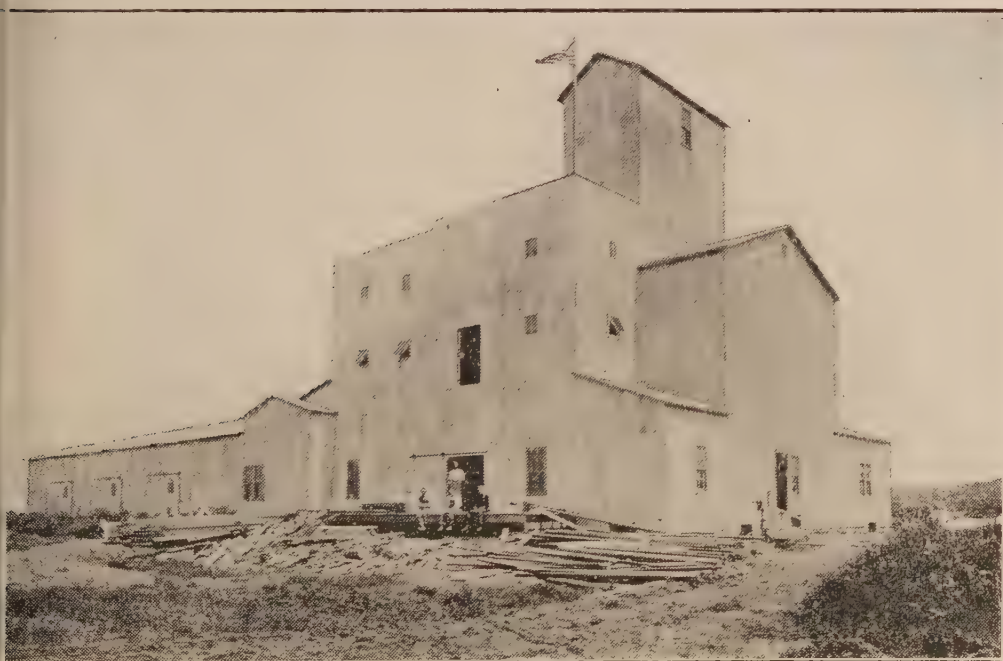
The plant was built by the Younglove Construction Co.

"SWINE FEEDING" is the title of Bulletin No. 219, issued by the Purdue University Agricultural Experiment Station at Lafayette, Ind., in September, 1918. It gives the results of feeding trials with corn by-products, palmo midds, and commercial mixed hog feeds, 1917-1918. It has 26 pages. The information is tabulated under the various heads in the usual carefully methodical style of the Purdue Station.

Argument in Reconsignment Case.

H. J. Campbell, representing the grain dealers, millers, and hay and feed merchants in his argument on the reconsignment case before the Interstate Commerce Commission at Washington, March 19, said in substance that reconsignment and the service that carriers perform at terminal markets on grain are not synonymous. He gave Chicago as an example: The rails of all carriers bringing grain to the city terminate and the cars are sent from there to break-up yards regardless of whether they are to be delivered in Chicago, or elsewhere. The orders for this are not really reconsignment orders, but simply information given the carriers as to the final destination of the car after inspection, whether to an elevator, or the terminals of another carrier. This service, he holds is very different from that at recognized hold points, such as at Lyons, N. Y., where orders are given for the further forwarding of cars to New England destinations.

Mr. Campbell contends that if the commission accepts the recommendations of Attorney-Examiner Bell, it will make the tail wag the dog, because some railroads have not always included the acceptance of disposition orders after arrival at the market as part of the work for which they were being paid in the rate for the carriage of the grain. He insisted that the record in this and other similar cases show that rates on grain have always been stated with the understanding that the published rates were made to cover both service of carriage and necessary stoppage for taking samples and inspection of same.



Alfalfa Mill and Elevator of the Alfalfa Products Co., Sioux City, Ia.

Seeds

OKLAHOMA CITY, OKLA.—The State Seed Co. has been incorporated with a capital stock of \$7,000.

COLUMBUS, O.—The Livingston Seed Co. has increased its capital stock from \$40,000 to \$100,000.

THE PASSAGE of a pure seed bill is recommended by a com'te of the Minnesota House of Representatives.

THE PURE SEED BILL, designed to regulate the sale of agricultural seeds, was defeated in the Nebraska House of Representatives.

OWATONNA, MINN.—The Clinton Falls Nursery Co. has bot an elvtr. which will be overhauled and used in connection with its seed business.

MILWAUKEE, WIS.—The Milwaukee Seed Co. received a consignment of 250 bags of clover seed from New York by express, March 29.

CHURUBUSCO, IND.—The Gandy Grain Co. will have a new salesroom and will establish a seed store. E. E. Gandy will also have his office in this building.

FIATT, ILL.—We contemplate putting in a new cleaner and a 1½ h.p. motor in our new warehouse to care for clover and timothy seed.—Willard Bardenman, Fiatt Farmers Grain & Service Co.

THE REMOVAL of the French embargo on the exportation of seeds has been announced. Sugar beet seed is excepted unless specially authorized when destined for England, Belgium, Italy and the United States.

THE DAVE PECK SEED CO. has been incorporated at Evansville, Ind. The capital stock is \$100,000. It will deal in seeds and grain. Incorporators are David E. Peck, James C. Johnson and Orville W. McGinnis.

THE FIRST ANNUAL CONVENTION of the Southern Seedsmen's Ass'n will be held at Montgomery, Ala., Monday and Tuesday, May 19 and 20. All seedsmen in the south, whether members or not, are invited.

SHERMAN, TEX.—We are of the opinion that all Texas seed dealers have enjoyed a very good trade so far this spring. Think there will be no surplus stock to speak of carried over.—Andrews Seed & Grain Co.

RECEIPTS of kafir corn at Kansas City, Mo., for March, 1919, were 383,900 bus., compared with 506,000 bus. in the corresponding month last year; shipments in March were 191,000 bus., against 198,000 bus. in March, 1918.

AFTER PUTTING out about \$300,000 during the past six or eight months, the funds available for federal loans for seed in Northern Montana are exhausted and the Agricultural Department has closed its offices at Great Falls.

EVANSVILLE, IND.—The Evansville Seed Co. has been incorporated with capital stock of \$100,000. It will deal in all kinds of seeds, grains and cereals. The directors are Guy M. Purcell, Everett L. Augustus and Adolph C. Froelich.

THE KESTER-HALL SEED CO. has been organized at Waterloo, Ia. H. E. Kiester is pres.; Geo. Hall, vice-pres.; W. A. Bryant, sec'y and treas. Mr. Kiester was formerly with the William Galloway Co. and Mr. Hall with the Galloway Seed Co.

SIOUX FALLS, S. D.—The O. S. Jones Seed Farms have recently begun business. Mr. Jones, who some time ago sold his seed business which was operated under the name of the O. S. Jones Seed Co. to the Northwestern Seed Co., having re-entered the field. He will deal principally with seed corn, potatoes and alfalfa seed.

"Seed Report, General Bulletin No. 322" for 1918, has been issued by the Pennsylvania Department of Agriculture. It was compiled by Jas. W. Kellogg, chief chemist. Products analyzed include fertilizers, feedingstuffs, seeds and linseed oil.

LOUISVILLE, KY.—The Louisville Seed Co. has taken over a large warehouse and will remodel it into a first class seed house. Modern equipment will be installed. The present offices will be moved and the entire business housed in the same place.

AN ACTIVE DEMAND in England for any of the seeds commonly exported by the United States is not indicated in reports of the representatives of the Department of Agriculture who have been in Europe the past two months, except meadow fescue grass.

CONCENTRIC CIRCLES with the words "Capitol City" between and the dome of the capitol in the center, is the trademark registered by F. W. Bolgiand & Co., Inc., Washington, D. C., for its vegetable, garden and field seeds, under serial number 114,526.

CHINGTON, a new variety of hemp, yielded 620 lbs. of seed from seven ounces furnished a grower at Camp Nelson, Ky., by the Office of Fiber Investigations of the United States Department of Agriculture. This crop is practically four times as great as the average yield from unselected seed.

CLAIMS presented by seedsmen for loss on parcel post packages are not being paid because the failure of Congress to put thru the deficiency appropriation bill makes it impossible for the postoffice to meet these claims. Claims are being filed and certified to as formerly, but no payments can be made until there is an appropriation.

A NEW SEED LAW, which is very similar to the uniform seed law, has been enacted in the State of Washington. Field seeds must be labeled when sold, giving the common accepted name of the seeds, the approximate percentage by weight of purity and germination, together with date of test, the general locality in which the seed is grown and the name and address of the seedsmen.

LUBBOCK, TEX.—There is plenty of seed and some to sell. We are short on good seed corn and millet seed. Indications are that last year's market prices of seeds will cause the farmer to raise all he can for seed purposes. We would like to see official grades on milo, kafir and cane seeds for the 1919 crop. There will be a large acreage of these planted this year.—Lubbock Grain & Coal Co.

MOORHEAD, MINN.—Acreage devoted to seed crops in our territory of North Dakota and Western Minnesota is always secondary to the grain acreage. This spring, because of the price, larger sections will be sown to wheat and there will be less of other grains accordingly. Very little clover will be seeded. Re-seeding of timothy meadows will be large on account of the loss of last year's seeding, but that will not be available for seed this fall. Acreage for alfalfa and brome grass for seed production is increasing each year in North Dakota. Grimm alfalfa is the popular variety there.—D. D. Simmons.

THE AVERAGE PURITY of official samples of red clover, alfalfa, timothy grass and alsike clover, tested by the Pennsylvania Department of Agriculture where the results of many samples were averaged, was considerably higher than is required. The official samples secured during the year numbered 150 and included 14 different kinds. Ten samples failed to meet the required standards, but tests on the majority showed that seedsmen were offering seed of a higher degree of purity than is specified by the law, which is 97 per cent. Seeds of dodder were found in five samples in the approximate proportion of 1 seed in 2,190 to one seed in 47,459. The law permits one seed in 3,000. In 12 samples, Canada thistle varied from one seed in 4,300 to one in 228,000.

EVIDENCE has been secured at experimental stations in New South Wales that in spite of the absence of bumble bees, red clover may be efficiently pollinated by the honey bee. Experiments show that germination of the pea grains takes place only within a limited range of variation in the water supply, a very dry season seriously retarding the fertilization of the flowers; that red clover is not self-fertilizing; that the bumble bee pollinates from 30 to 35 flowers a minute. Australia has indigenous long-tongued bees capable of removing the pollen, but they do not according to observations, visit the flowers with any frequency.

TOLEDO, O.—October clover felt the effect of damage reports coming from southern Indiana and Ohio, as well as from some parts of Michigan. Seems they were backed up by buying orders even though the price was high for the beginning of the season as compared with year ago. First trade in October year ago was made at \$14.00. Sold below \$13.00 in June, and we all know what happened later, and the finish at over double the early prices. Short sellers are attracted by the price. Buyers figure the world can't hold down to a normal basis for some time to come, and expect fancy prices in the meantime.—J. F. Zahm & Co.

MINNEAPOLIS, MINN.—A meeting of the Flax Development Com'te was held here recently for the purpose of encouraging flax production. It is feared the government guaranty on wheat will result in a small acreage for flax. Those in attendance were C. F. Nolan, New York City, chairman; E. J. Ladd, pres. North Dakota Agricultural College; B. F. Trowbridge and H. L. Boldt, North Dakota Agricultural Experiment Station; M. L. Wilson, College of Agriculture, Bozeman, Mont.; C. P. Bow and Prof. B. Minnesota Agricultural College; C. H. Clark, U. S. Department of Agriculture; R. Hathaway, Duluth; James H. Matthews, Buffalo; J. W. Daniels, Louis Womack, Shreve Arthur and R. B. Ebner, Minneapolis.

NEW POP CORN may be used for popping as soon as it has dried out sufficiently. If properly stored it may be ready for use at Christmas. If old pop corn will not pop on account of having become too dry, the popping quality may be somewhat restored by moistening or sprinkling with water before popping. If very dry it should be soaked in water for a while and then spread out to dry for a few days before using, or the corn may be put in a shaded place outdoors for a time where it can absorb moisture from the open air. If the popping quality has been injured by freezing while yet green or immature, by harvesting before ripe, or by heating in curing, or if moths and weevils have damaged the corn the trouble can be remedied by these methods.

Seed Movement in March.

Receipts and shipments of flaxseed, timothy and other grass seeds to and from the principal markets, during March, with comparative figures for March, 1918, were as follows:

	FLAXSEED.		TIMOTHY.	
	Receipts—	Shipments—	Receipts—	Shipments—
Chicago, bus.	52,000	79,000	2,985,000	5,160,000
Minneapolis, bus.	828,620	527,040	13,780	20,237
Winnipeg, bus.	111,100	387,200	3,053	3,620
Duluth, bus.	111,377	58,838		
Ft. William	57,036	201,144		
Kansas City, tons	1,000	1,000		
New York	16,900			
CLOVER.				
Chicago, lbs.	1,175,000	797,000	1,175,000	1,116,000
New York, bags	3,001	5,050		
Toledo, bags		15,424		
OTHER GRASS SEEDS.				
Chicago, lbs.	2,670,000	3,567,000	1,496,000	1,817,000
Toledo, bags	303	1,911	3,061	
Ft. William	453,957	2,058,055	248,515	555,300

TOLEDO, O.—March clover seed corpse has been mostly sold east. A few large bulls are believed to have been the owners. Eastern demand may be fairly good for a few weeks for both red and alsike. How much will be left May first to carry over? Surplus makes the price. Trade in April seed very light which makes the market sensitive. October means new crop. It is largely a weather proposition. Low point generally occurs in March or April. High point has always occurred after August first. Range so far this season has been \$16.25 to \$19.50. Low last season was \$12.80 in June. High was \$24.00 in October. No two seasons are exactly alike.—C. A. King & Co.

SACKS are in oversupply in Australia. When the government assured sufficient sacks for wheat growers, indications pointed to another heavy crop and arrangements were made with the government of India to furnish 60,000,000 sacks, which cost about 2,400,000 pounds sterling. It is now estimated that after all needs have been supplied, the government will have a surplus of 33,900,000 sacks on hand, unless a portion of the contract can be cancelled.

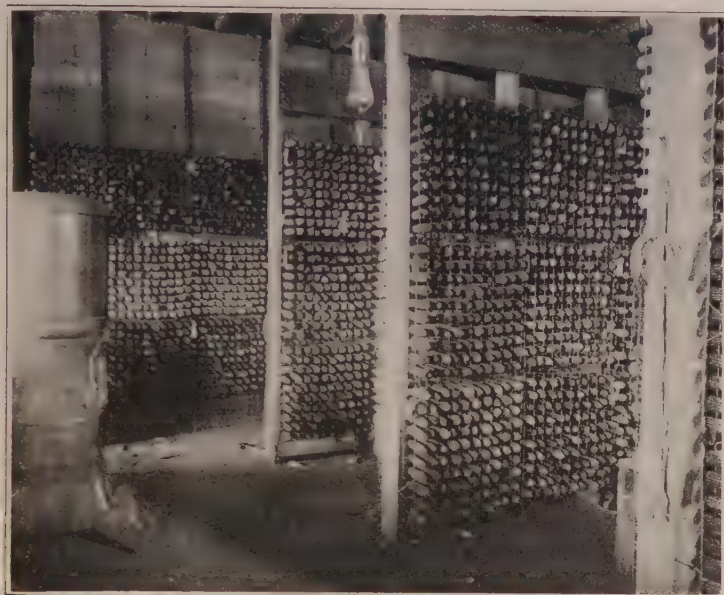
THE RESUMPTION of trade with German Austria has been authorized by the War Trade Board, subject to the rules and regulations of that body.

Seed Corn Display at Sioux City.

In connection with the recent convention of the Western Grain Dealers Ass'n at Sioux City a number of very interesting displays were exhibited. One of these was the exhibit of seed corn by the W. A. Deyo Seed Co. The photo that is reproduced herewith shows seed corn racks in that company's plant.

Forty-six varieties of seed corn were shown at the convention. These included almost every known variety of yellow, white and mixed corn as well as pop corn and sweet corn.

It is the opinion of W. A. Deyo, mgr. for the company, that the failure of the corn crop in much of Kansas, Missouri, Southeastern Nebraska and Southeastern Iowa last year was due to the planting of corn whose tassels matured during the season for hot winds. The remedy for this, proposed by him, is to plant an earlier type of seed, with consequent earlier maturing tassels.



Seed Corn Racks in Plant of W. A. Deyo Seed Co.

TOLEDO, O.—Sell your surplus wheat soon. You can now secure a big premium over the government price. Soon as the new crop moves the price will sink below. Forget General Hoover's talk about three dollar and half wheat. He predicted five dollar wheat in April, 1917. Then there was a famine hysteria and competitive buying by foreign governments. Prices advanced, but those who waited had their bristles clipped and sold at dollar less. Europe may be hungry, but they cannot afford to buy freely at present war prices. They seek credit.—C. A. King & Co.

THE OPENING of new fields for the sale of American coal is necessary in the opinion of officials of the miners union, to prevent further unemployment in the industry. Many mines are now said to be working only part time, due to over production. Officers will confer with President Wilson as to the possibility of creating a European market.

This Official Brown-Duvel Moisture Tester \$40 COMPLETE, F. O. B. CHICAGO

For Electricity, Alcohol or Gas.

Tests all kinds of grain, seed, flour, feed, etc.

A liberal discount for quantities or for resale.

This tester complies in all respects with government specifications (Bulletin 72). Made with one, two, four or six flasks. Brazed copper flasks, instead of glass, \$1.50 extra, each. Our **electric tester** will supersede all others. New heater coils, 10 cents each. Any one can replace them. An oil strainer tank with **self-measuring faucet** is included with each tester.

We offer also our improved tester with copper flasks and tubes for gasoline. **Free Booklet**

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Supreme Court Decisions

Arbitration.—Where defendant proceeded with an arbitration after discovery of facts which showed one of the arbitrators was disqualified, it waived the disqualification, and cannot attack the award on that ground.—*C., R. I. & P. Ry. Co. v. Union Pac. Ry. Co.* U. S. Circuit Court of Appeals 254 Fed. 235.

Evidence of Weight.—In action for balance due on corn sold, evidence consisting of plaintiff's testimony, scale tickets introduced by him, and copies of others, with explanation of how it was he was not given tickets he did not have, held to justify verdict for full amount of \$363.85 demanded.—*Landers v. St. Joseph Hay & Feed Co.* Kansas City Court of Appeals, Missouri. 208 S. W. 473.

Rights of Shippers.—Acts 1905, c. 53, as amended by Acts 1907, c. 241 (*Burns' Ann. St. 1914, § 5533 et seq.*), creating a Railroad Commission and giving it power to enforce its orders, does not prevent shippers from enforcing an order fixing rates by any remedies at common law or in equity; the act only giving an additional remedy.—*Vandalla R. Co. v. Schnull.* Supreme Court of Indiana. 122 N. E. 225.

Carrier Liable for Damage by Explosion of War Munitions.—Compliance by a carrier in the carriage of war munitions with the requirements of Criminal Code, §§ 232-235 (Comp. St. 1916, §§ 10402-10405), does not affect its civil liability in respect to loss or damage to property of other shippers through an explosion of such munitions.—*John Lysaght v. Lehigh Valley R. Co.* U. S. District Court, New York. 254 Fed. 351.

Sufficiency of Memorandum of Sale.—Written memorandum of executory contract to sell wheat, signed by seller and buyer, held sufficient to satisfy statute of frauds, not being indefinite as to price, nor faulty because not expressing time for payment, despite unexpressed agreement that price should be paid when warehouse receipts were delivered; delivery to be made at place chosen by seller.—*Dement Bros. Co. v. Coon.* Supreme Court of Washington. 177 Pac. 354.

Demurrage and Consignee's Failure to Give Instructions.—A shipper held not entitled to recover value of lumber sold by terminal carrier to pay freight and demurrage charges, where new consignee to whom plaintiff shipper directed initial carrier to divert shipments defaulted in giving instructions, and where instructions finally received gave notice that no demurrage charges would be paid after a certain day.—*Thomas v. N. W. R. Co.* of S. Carolina. Supreme Court of South Carolina. 98 S. E. 336.

Damages for Delivery of Wrong Variety of Seed.—In an action for damages from failure to furnish tomato seed of the variety ordered, evidence as to the difference between the crop raised on part of the land from seed of the kind ordered, and on the remainder, while showing damage, held insufficient to furnish a basis for estimating it. In an action for damages for failing to furnish seed of the variety ordered, a nonwarranty clause on the dealer's billhead, sent with seeds ordered by telephone, did not affect the contract, unless it came to the purchaser's knowledge prior to planting the seed.—*Longino v. Thompson.* Court of Civil Appeals of Texas. 209 S. W. 202.

Wrongful Delivery by Carrier.—Where official classification provided for two standard forms of bills of lading to be issued, one "Straight Bill of Lading," which was not required to be surrendered before delivery of goods, the other "Order Bill of Lading," containing the provision "Consigned to order of —," and required to be surrendered before delivery, a waybill issued by an initial carrier stating the consignee to be "order of" a person named, although other than the shipper, held sufficient to advise a connecting carrier that an order bill of lading was outstanding and to render it liable to initial carrier against which judgment had been rendered for delivery without surrender of the bill.—*Pere Marquette Ry. Co. v. C. & E. I. R. Co.* U. S. Circuit Court of Appeals. 255 Fed. 40.

Offer of Rebate Is Criminal.—Under the statute declaring that every person or corporation, whether shipper or carrier, who shall knowingly offer, grant, or give, or solicit, accept, or receive rebates, etc., shall be guilty of a misdemeanor, the mere offer by a carrier is an offense.—*U. S. v. L. V. R. R. and Chas. Schaefer, Sr.* U. S. District Court, New York. 254 Fed. 332.

Liability of Connecting Carriers.—Where defendant, initial carrier, which refused to enter into contract for through shipment, required a contract limiting liability to damage occurring on its own lines, and agreed only to transport to the end of its lines, there could be no recovery for loss or injury occurring on lines of connecting carrier; there being no proof of fraud, compulsion, or mistake in avoidance of contract required.—*Galveston, H. & S. A. Ry. Co. v. Lock.* Court of Civil Appeals of Texas. 209 S. W. 181.

Violation of Embargo.—Where defendants by misrepresentations, etc., obtained transportation despite a railroad embargo, thus violating the Elkins Act, as amended by the Hepburn Act (Comp. St. 1916, § 8597), held, that prosecution could not be defeated because the embargo had not been submitted to the Interstate Commerce Commission and its reasonableness ascertained and adjudicated.—*U. S. v. Metropolitan Lumber Co.* U. S. District Court, New Jersey. 254 Fed. 335.

Connecting Carriers.—Under the Carmack Amendment to the Interstate Commerce Act (Comp. St. §§ 8604a, 8604aa), in an action against initial carrier for loss of poultry occurring on connecting line, the burden of proof is not on the shipper to show that loss was "caused by" the connecting line, and not the military authorities in a flood district under martial law, which confiscated the poultry for benefit of sufferers. Seizure of shipment of poultry on connecting line, by military authorities in flood district under martial law, to relieve sufferers, if solely by reason of invitation of connecting line, when it could have delivered shipment by exercise of ordinary care, renders the initial carrier liable.—*C. & E. I. Ry. Co. v. Collins.* Supreme Court of the United States. 39 Sup. Ct. Rep. 189.

THE APPOINTMENT of Francis W. Peck of the University of Minnesota to the position of farm economist in the office of farm management has been announced by the United States Department of Agriculture. Under the immediate direction of the new head of this department, Dr. H. C. Taylor, he will have charge of the studies and investigations relating to the cost of producing farm products, the general plan and methods of securing the data having recently been outlined by a committee of experts appointed by the Secretary of Agriculture.

ALL TRADE in cereals and cereal products between Canada and Holland, Denmark, Finland, Portugal and Spain is now free, according to advices from the British Wheat Commission to the Wheat Export Company, which is official representative of the allied governments in Canada. In all cases, firms should satisfy themselves that business done complies with the blockade, import or other restrictions. None of the foregoing applies to Sweden and Norway who now are the only controlled neutrals, and endeavors are being made to free them.

SEVERAL statements have recently appeared in daily and grain trade papers indicating that the Department of Agriculture is anxious to take charge of the work of carrying out the guaranteed price on the 1919 wheat crop. These statements misrepresent the attitude of the Department of Agriculture. The task is one of great magnitude and the time is short. The Secretary of Agriculture recently cabled to the President, pointing out the necessity for immediate action and urging that the present machinery, that is, the Food Administration Grain Corporation, be maintained and utilized. As a matter of course, if the President should designate the Department of Agriculture as the agency to handle the 1919 guaranty, it would assume the task and discharge it to the best of its ability.—U. S. Department of Agriculture.

Settlement of Claims.

J. H. Howard, Mgr. Claims and Property Protection Section, Division of Law, United States Railroad Administration, has issued the following Circular No. 6 relating to his office's settlement of loss and damage from claims:

At the present time there is lack of uniformity in determining the measure of damages under Section 3 of the uniform B/L in the adjustment of claims for loss and damage to freight. Paragraph 2, of Section 3, of the uniform B/L provides that—

"The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this B/L, including the freight charges, if paid."

It is intended to clear up this situation and to dispose of promptly such claims as are within the rules hereinafter set forth. The following rules shall apply on all unsettled claims under Federal control pending decision by the Interstate Commerce Commission in the B/L investigation.

RULE 1.—The measure of railroads liability shall be the value of the property at the place and time the property is received by the carrier for transportation, except where the property is reshipped from the original destination under a new B/L, the measure of liability shall be the value of the property at the place and time the new B/L is issued.

In either case such value shall be arrived at from the bona fide invoice price, if any, tendered by the shipper, provided the date of the invoice occurs substantially with the date of shipment, and the invoice price to the consignee shall govern, whether the invoice is made by the consignor, the jobber or wholesaler.

RULE 2.—When claim is filed upon the invoice price of the property delivered at destination, the freight charges shall not again be included in the claim.

RULE 3.—WHERE PROPERTY IS SHIPPED FOR SALE ON CONSIGNMENT FROM POINT AT WHICH THERE IS NO ESTABLISHED MARKET VALUE, AND WHERE NO INVOICE IS MADE, THE MEASURE OF RAILROAD LIABILITY SHALL BE THE MARKET VALUE OF THE PROPERTY AT DESTINATION AT TIME SHIPMENT SHOULD HAVE BEEN MADE, LESS THE TRANSPORTATION CHARGES, CARTAGE AND COMMISSIONS.

RULE 4.—Where the property shipped includes articles, commonly called premiums, which are not included in the invoice, the railroad's liability for such articles shall be the cost price of the articles to the shipper.

RULE 5.—In the settlement of claims for value of shipments lost or destroyed while in possession of the railroad, the railroad shall receive the benefit of any cash discount or allowance contemplated by the term of sale to the consignee, provided the claim is paid within the time limit for such discount or allowance.

RULE 6.—When shipments are partially damaged while in possession of the railroad and delivery is taken by the consignee, thus enabling him to obtain benefit of any discount or allowance, such discount or allowance shall be given the railroad, provided settlement of the claim is made within the time limit for such discount or allowance.

RULE 7.—In case of either loss or damage the railroad should have the benefit of all trade discounts.

This circular is not in any way intended to establish a liability, but is intended to be used as the basis of settlement when liability has been otherwise established.

Rule 1, above, can be disregarded by a shipper to whose interest it may be to do so, as the U. S. District Court of Minnesota and the Supreme Court of New York, have held the shipper is entitled to damages on the value at destination. Of course, if all the claim agents abide by Mr. Howard's instructions, it places on the shipper the burden of starting innumerable suits to collect lawful dues.

Rule 3 appears to be a partial recognition of the law giving the shipper his full damages and amounts to an assumption by Mr. Howard of the power to write the laws of the land, a prerogative reserved to Congress, and already sufficiently covered by the federal statutes in shippers' favor.

A TOTAL of \$343,800,000 may be expended this year and more miles of roads built than in any previous year of the nation's history is the belief expressed by Secretary of Agriculture Houston, if all states will take advantage of the opportunity offered under the road construction program recently authorized by congress and make available for road building sums equal to those apportioned by federal road officials.

Supply Trade

YOUR COMPETITOR smiles, when you stop advertising.

THE ADVERTISEMENT that fails to build goodwill is a failure.

THE DIFFERENCE between the artist and the "bum" performer is the percentage of efficiency—the higher the per cent the greater the artist.

CHICAGO, ILL.—John N. Adler, formerly in the local office of the Invincible Grain Cleaner Co., took charge of the office as manager on April 7. Recently Mr. Adler has been in the army.

MINNEAPOLIS, MINN.—B. K. Postlethwaite, secretary, Richardson Grain Separator Co., writes: "We are happy to state that business indications never were better at this season of the year."

DAYTON, OHIO.—The success of the National Cash Register sales plan is based upon the functions of the machine—it is what it will do for the merchant in economy of time, labor and mental effort that counts.

OWENSBORO, KY.—The Anglo-American Mill Co. announce the appointment of Hugh Gilbert as salesmanager for the territory comprising Georgia, Alabama, Tennessee, South Carolina and Florida. He will be assisted by G. H. Lancaster and J. T. Kerr.

PASSAIC, N. J.—Leaks that lose Profits, is the title of an attractive new folder being circulated by the Richardson Scale Co., and which explains the advantages of its machine. All grain men who are interested in correct weights should send for a copy.

SAGINAW, W. S. MICH.—The A. T. Ferrell Co. have issued a new catalog (No. 28) describing their Clipper Cleaners, which illustrates some new mechanical improvements to their machines. These changes show the progressiveness of this concern.

CHICAGO, ILLS.—W. R. Sinks, manager of James Stewart & Co., Inc., engineers and contractors, says: "We have quite a lot of prospective work and are making plans for several jobs, but we do not know of a single job that will be built unless prices of materials and labor are greatly reduced."

CHAMBERSBURG, PA.—The Wolf Co. has published a revised edition of their book on milling machinery which shows their complete line of corn, cereal and feed milling machinery. It is No. 18, and as it has many additions to those previously issued, it will prove a valuable book for all mill managers. It is free to such.

ST. LOUIS, MO.—The Walter A. Zelnicker Supply Co. announce that Mr. H. J. Elson, who has been serving as Lieut. Commander in the U. S. N. R. has been released from such duty and has again taken up his work as Secretary and Treasurer of their company and will have charge of the internal management and manufacturing operations.

BLOOMINGTON, ILLS.—Ballinger & McAllister, engineers and contractors, write: "In reference to the amount of work that seems to be in prospect in Ohio, Indiana and Illinois, we would say that it appears there is going to be more work to be done than there will be contractors to do it. We believe there will be no elevators built of concrete to one built of wood."

CANTON, OHIO.—The Stark Rolling Mill Co. has recently issued a free book upon the subject of Corrosion in roofing metals in which the causes of corrosion are fully explained and details are given of the various manufacturing methods they have put into use to overcome corrosion in the articles they manufacture, especially iron for covering buildings.

SIoux CITY, IOWA.—J. F. Younglove of the Younglove Construction Co. writes: "It would appear that this is going to be one of the greatest years in history covering elevator construction and repairs. In the past two years, on account of the scarcity of men and material, it was practically impossible to do much in this line. Therefore the work that should have been done during the past two years, will be crowded into 1919."

THE WORD "REX" is the trademark registered by the Chain Belt Company, Milwaukee, Wis., under serial number 114,595, for its elevator boots, buckets, sprocket wheels, pulleys, shafting and gearing, shaft hangers and shaft bearings, clutches for machinery and parts thereof, shaft couplings, machinery for conveying and distributing concrete, traveling water screens, screens for sand, gravel and other solid material, wire and rod cutters, traction wheels and bracket wheels or rollers.

Grain Shipper Charged With Forgery.

E. C. Morrill of Beresford, S. D., has been held over to the October term of court on the charge of having forged Bs/L on which he obtained advances from grain commission merchants of about \$21,000.

Mr. Morrill had been on a farm when he became manager for the Farmers Elevator Co. at Beresford, S. D. The company charged him with embezzlement, but he was acquitted. A civil suit was then entered for an accounting and judgment given against him for \$3,200. When he ran the elevator he also operated a dray line.

He then formed the partnership of Morrill & Robertson and bot the elevator at Beresford, but the grain business was conducted by a corporation, Morrill, Robertson & Co., financed by the Brown Grain Co., of Minneapolis, which had a mortgage on the elevator owned by the partnership.

He ran behind and to raise money to pay the farmers he made drafts on several commission firms attached to Bs/L made out by himself, signed with the name of the railroad agent in pencil, per E. C. M. He used the car number and initials of cars he had actually loaded with wheat but in some cases described the contents as corn. This began about Jan. 27, and ran along until E. W. Wagner & Co., who had been favored with consignments, became aware that the cars were slow to arrive and on tracing them discovered that the cars with those numbers had gone elsewhere. Immediately it was found that 14 of these drafts and Bs/L were out with firms at Chicago, St. Joseph, Kansas City, Omaha and Milwaukee, among those holding the spurious documents being the Armour Grain Co. and Lamson Bros. & Co., and Morrill, Robertson & Co. was indebted also to the Updike Grain Co., Runkel & Dadmun, J. B. Lauer, Holdridge Grain Co., and Butler & Welsh, his total liabilities being \$41,000 to \$50,000.

When asked by one of the grain receivers who had been victimized why he did this Mr. Morrill said he had to pay the farmers or they would kill him and he thought the grain commission men would be more lenient. He wrote another firm which had been victimized offering a note in settlement, which was declined, as the grain receivers can not afford to encourage crooks by condoning their forgeries, and it is likely that hereafter all B/L forgers will be made an example of.

Morrill claims that as he wrote the name of the railroad agent, "per E. C. M.," the Bs/L were not forgeries; but the facts against him were sufficient for the federal court commissioner at Sioux Falls to hold him for trial.

NO DEFINITE ACTION was taken regarding proper weighing facilities and regulations for the weighing of grain at the conference of shippers, receivers and railroad interests in Washington recently. Another meeting will be necessary.

MR. PICKELL'S ARTICLES are now appearing in the ROSENBAUM REVIEW regularly every week. The series begins with Liverpool, and there will follow in sequence a series from London, Glasgow, Paris and one or two other French cities. Then from Spain, Italy and so on.

Mr. Pickell is in a class by himself when it comes to writing entertaining articles on business, travel, financial, commercial and agricultural conditions in any country. He is entertaining, instructive and authoritative.

His articles will appear exclusively in the Review.

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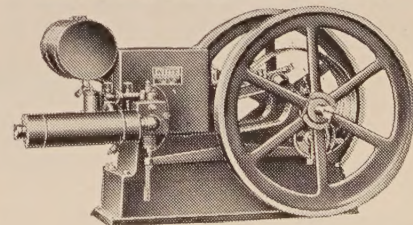
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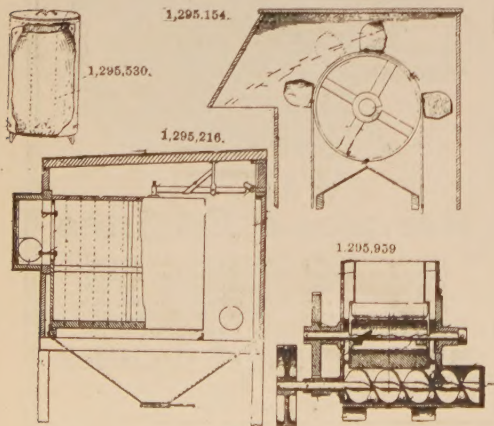
Patents Granted

1,295,154, Elevator Cup. Julius A. Gerwen, Moline, Ill., assignor to Moline Mill Manufacturing Co. The cup comprises side walls and a back wall whereby it may be secured to a conveyor belt and a bottom wall composed of inner and outer sections, the inner section being at an obtuse angle with said back wall and the outer section being at an acute angle with the back wall.

1,295,959, Feeding Apparatus for Weighing Machines. Harry D. Bowman, East Orange, N. J. This is an apparatus for feeding finely divided material to automatic weighing machines, comprising a hopper having an open bottom, a rotary cylinder extending horizontally beneath the bottom of the hopper and constituting a closure therefor, the cylinder being provided with peripheral cavities and with a screw conveyor closely adjacent and extending horizontally beneath with an open space between, thruout the length of the exposed peripheries; a means for simultaneously rotating the cylinder and conveyor at such relative speeds that the material is delivered by the cylinder to the conveyor at the same rate that it is discharged by the latter so that the conveyor is kept filled with the material while operating thereon.

1,295,530, Seed-Tester. Jay Waldemar Lawton, Wabasha, Minn., assignor to Webb Publishing Co., St. Paul, Minn., a corporation of Minnesota. The tester comprises in combination a receptacle having a removable cover, an upwardly projecting combination duct and weir in its floor and air ingress and egress openings in the cover and the side of the receptacle spaced above the floor, the receptacle forming a shallow liquid holding pan, a reticulated hollow core adapted to be placed with one end over the duct and weir and a strip of absorbent material formed in a roll on the core in which the seed to be tested may be placed and held between its wraps the roll projecting by its lower end into liquid in the pan in the bottom of the receptacle whereby the strip and seeds are moistened and fresh air is circulated downwardly thru the laps of the roll and outwardly thru the duct and the weir and side perforations.

1,295,216, Dust-Collector. William J. Schmitt, Cleveland, O. This is a closed casing having an opening in its front wall and a door for closing the opening. It is also provided with a series of outlet openings in its rear wall, the openings being vertically arranged, spaced apart and of elongated shape. An outlet chamber is secured to the rear wall of the casing over the outlet openings with a series of hollow screens positioned inside, each screen provided with an elongated outlet opening in its rear wall registering with one of the outlet openings in the rear wall of the casing and being of the same size. Means are provided for detachably securing each screen to the rear wall, each screen tapering at its lower end to permit the discharge of dust therefrom. A vibrating means is positioned in the front wall, the casing being provided with an inlet opening and a discharge opening in its bottom underneath the screen.



Amendments to Illinois Workmen's Compensation Act.

Three bills were introduced Apr. 9, in the legislature at Springfield, one to amend the compensation act, a second to create a compensation rating bureau under the supervision of the department of trade and commerce and a third to amend the reserve laws to make them uniform with the best practice of other states.

The bills are a result of a series of conferences between representatives of organized labor, employers, the Illinois Insurance federation and the mutual casualty companies. The benefits under the compensation act are increased in accordance with the request of organized labor which also supports the rating and reserve bills in order to make certain that the installments accruing under the compensating awards will be safeguarded.

The casualty companies had already introduced the compensation rating bill, 90% of the mutual companies in the state favoring it. This will be amended and made a part of the general legislative compensation program. It places the control of rates in the hands of a bureau, the board of directors of which includes representatives of employers, labor, stock and mutual companies and the department of trade and commerce. This will be the first time any state has given the employers and premium payers the right to assist in the determination of proper compensation rates. Mutual companies generally favor the uniform rates bill and the standardization of reserves, both of which they consider essential to sound insurance.

A SOLID TRAINLOAD of rice, consisting of 25 cars, carrying a total of 1,500 tons valued at \$200,000 was shipped from Seattle, Wash., to New Orleans, recently. It was for export to Cuba. The rice was imported from the Orient by a New York firm of A. O. Anderson & Co. This same firm has 15 more carloads in Seattle.

SUIT will be brot by the public service commission, second district in New York, against the Western Union and Postal Telegraph Companies to have the rates, which went into effect Apr. 1, declared unlawful. The court will also be asked to declare the action of the postmaster general illegal because he did not file the new rates with the commission as required by law.

Elevator Casualties.

JUDYVILLE, IND.—M. A. Butt, employed by the Davis Grain Co., had his arm broken March 24, when he fell out of a car of grain.

BROCTON, ILL.—Charles Grace, an employee of the Brocton Farmers Grain Elevator Co., was injured March 22, when he stepped on a nail which penetrated his foot.

DISCO, ILL.—James Scanlon, employed by A. C. Garrett, mashed his finger March 14 and is threatened with blood poison.

Books Received

WHITE TOP WEED IN GRASS SEED: "White Top and Its Control," Circular No. 85, has been issued by Purdue University Agricultural Experiment Station at Lafayette, Ind., and contains much useful information regarding this pest which causes damage amounting to millions of dollars annually. Preventive measures consist in sowing clean seed on a well prepared seed bed, breaking badly infested meadows, plowing instead of disking the ground for oats and thoroly preparing corn ground when it is to be used for wheat. The most practical methods of control are clipping, grazing with sheep, early cutting of the infested hay crop, and mowing pastures, road sides, fencerows and waste places at least two or three times during the season. Spraying with iron sulfate or salt solutions is effective.

Insurance Notes.

V. E. BUTLER has resigned his position with the Bureau of Markets, Washington, D. C., effective Apr. 15, and will then return to the service of the Grain Dealers National Fire Insurance Co., of which he is a director.

CHARLES H. RIEGWAY, sec'y of the Western Millers' Mutual Fire Insurance Co., Kansas City, is in his office again after several weeks' attendance on the legislature, at Topeka, having been elected representative of Wyandotte County in the lower house.

DES MOINES, IA.—The workmen's compensation bill, which was drawn to take the place of the present law, was defeated by the senate and a substitute measure adopted. The one adopted increases the amount of compensation from 50% to 60% of wages received by injured workmen. The defeated measure defined what occupations are hazardous and would have compelled all employers in those occupations to come under the law.

WHETHER OR NOT the Underwriters' Grain Ass'n shall be continued in its present or some other form, has been put up to the membership by the directors. It began business last August to meet an emergency created by war conditions, writing terminal elevators on the co-operative plan and the powers of attorneys were given for a year. So far 90% of the answers received favor the continuance of the ass'n for at least another year. The subject will be discussed at the coming meeting of the Western Union at Philadelphia, when it is assumed that enough companies will have answered to justify a decision as to future policy.

THE COMPULSORY and monopolistic state workmen's compensation bill, backed by the labor element and the Nonpartisan League, was defeated in the Minnesota legislature. Amendments in the house permitted mutuals to do business, but excluded stock companies. In the senate, an amendment admitted that stock companies. The advocates of state insurance announced that if stock companies were permitted to write, they would oppose the entire measure and the bill was defeated by a vote of 70 to 9. A similar bill before the Missouri legislature has passed the house, but it is believed it will have rough sledding in the senate.

A GENERAL BILL for the regulation of fire insurance and its allied branches has been introduced in the Illinois Legislature. It includes rate regulation, anti-discrimination, resident agents' qualifications and many other provisions. Any person by arson, willful carelessness or negligence who starts or permits to be started a fire which causes damage to the property of others shall be liable for all damages thereby caused to the person or property of others. It is further provided that in case there is insurance on the property of other persons damaged and such insurance is paid, the insurer shall be subrogated to the rights of the owner of the property damaged.

DOUBLE TAXATION under a new law recently passed by the legislature is charged by mutual insurance companies operating in Kansas. The law provides definite methods of making returns of the assets of the companies for taxing purposes. The companies argue that part of their assets will be taxed 4% while the regular rate over the state is 2% and that they will be taxed the regular state, county and municipal rates on all their assets including the reserves and that they must pay a premium tax to the state of 2% on all premiums collected. A part of the premiums go into the reserve accounts and it is contended that this will result in double taxation. Officials of the state tax commission think the companies are unduly alarmed and that before the tax becomes effective next year the matter will be worked out so that there will be no possibility of double taxation.

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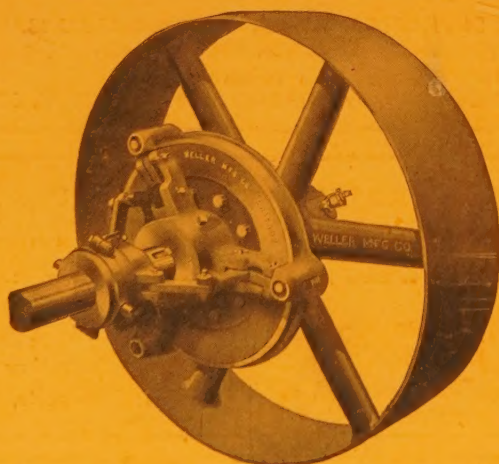
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